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President's Report

by Frank Drozak

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It's been nearly two years since the Reagan speech at Sun, and a year and a half since he took office as President.

Finally, late last month, Reagan made public his long-awaited maritime program. It bears no resemblance to the promises he made at Sun to revive the American shipbuilding industry. In fact, the new Reagan plan, if enacted, would inevitably destroy what is left of the shipbuilding industry. Lost along with it would be 96,000 jobs in shipyards; twice that number of jobs in supply and support industries; an important industrial base for national defense, and the many job site skills of shipbuilders.

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The Administration has called on all segments of the industry to support his program. Oddly enough, a number of people in maritime will support it for narrow gain as opposed to overall revitalization. It seems to me that these people are becoming a willing participant in their own destruction.

The SIU will not support the Reagan initiative in its present form for three reasons. One, the Reagan plan is nothing more than a stop-gap measure to keep the industry from sinking altogether. Two, the plan includes no guarantee of cargo for U.S. ships. Three, the SIU has never, nor will we ever support a plan that will contribute to the destruction of any segment of America's vital maritime industry.

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It is time for this Administration to come to the realization that America's maritime industry is an essential part of overall national defense, and that no half-hearted stop-gap measure is going to transform a seriously deficient maritime capability into a full participant in U.S. defense.

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The details of the new program, which in effect puts an end to counter-productive competition for new jobs in both the private and government sectors between the two unions, are outlined in a "Memorandum of Understanding," signed recently by the two leaders.

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Would Kill U.S. Shipyards; Doesn't Address Cargo Issue

Reagan Maritime Plan Misses the Mark

Washington, D.C.—Sixteen months after taking office, the Reagan Administration finally unveiled the "initial elements" of its long-awaited national maritime policy.

The seven-point program, announced by Transportation Secretary Drew Lewis on May 20, met with mixed reviews. The AFL-CIO Maritime Trades Department, American shipbuilders and members of the Congressional Shipyard Coalition sharply criticized the Reagan plan, while ship operators generally praised it.

According to Lewis, the maritime program "includes measures which would eliminate unnecessary regulations adversely affecting the shipping and shipbuilding industries, extend the temporary authority permitting subsidized ship operators to build their ships overseas and encourage foreign investment in U.S. shipping operations."

It is the "foreign" provisions of the program—both the overseas construction and foreign investment statements—that have generated the controversy.

"When the need for rebuilding America's merchant marine is made increasingly evident by world events," said Frank Drozak

in a reference to England's reliance on its merchant fleet for support in the Falkland's crisis, "the Reagan Administration offers a maritime

program that would close down U.S. shipyards and shift the building and repairing of U.S. vessels abroad."

Drozak, who issued the June 1 statement in the dual capacity of president of the AFL-CIO Maritime Trades Dept., and a vice president of the AFL-CIO, reiterated the AFL-CIO's "long-held position that a strong private shipbuilding industry and merchant fleet are vital to the nation's economy and must not be dismantled."

Following are the Reagan policy positions announced by Secretary Lewis:

- Support of an extension of temporary authority, approved by the Congress last August, for subsidized U.S.-flag ship operators to construct or acquire vessels outside the United States and still receive operating-differential subsidies (ODS).

- Provide immediate eligibility for reflagged vessels for the carriage of Government-impelled cargoes. At present, foreign-built or rebuilt vessels must be documented under U.S. laws for three years before they can carry Government-impelled cargoes under provision of Public Law 664.

- Administrative reform of ODS by DOT/Marad to increase operating flexibility and reduce costs in the program.

- Encourage foreign investment in U.S.-flag shipping and permit

the current 49 percent foreign ownership in U.S.-flag vessels to be increased to 75 percent.

- Relieve all U.S.-flag ships of the current 50 percent ad valorem duty on repairs performed abroad.

- Reduction of unnecessary regulation of the shipbuilding and ship operating industries and establishment of a top level Government-industry group to further that effort.

- Support by the Administration of elimination of Federal Maritime Commission regulations governing the level of the rates of liner operators in the domestic trades.

Lewis stressed that the components of the Administration's maritime policy "constitute only the first phase of our continuing policy formulation process. We are currently assessing additional policy considerations which address other long-standing problems and needs of the maritime industry."

Following Lewis' announcement of the Administration's maritime policy Edwin Hood, president of the Shipbuilders Council of America, blasted the maritime program because "it will lead to more shipbuilding and ship-repairing in foreign yards (and further) undermine the shipyard mobilization base." This program, Hood charged, "completely repudiates everything President Reagan said" about the maritime industry during the 1980 campaign.

Voicing the sentiments of the AFL-CIO Executive Council, SIU President Drozak said "the Reagan Administration action would force the abandonment of the yards, tools, technology, workers and skills of an industry that provides jobs for 170,000 American workers."

Going a step further, Drozak noted that "Secretary Lewis has not yet addressed a key issue that must lie at the heart of any successful maritime policy, and that is the question of cargo."

Criticism of the Administration's maritime program also came from a coalition of eight Republican and three Democratic members of Congress who reminded President Reagan of a statement he made during his 1980 Presidential campaign. A decline in "our shipbuilding capability..." said then-candidate Reagan "is a dangerous threat to our national security."

Quarterly Dues Raised to \$58

As a result of the 7½ percent wage increase in the deep-sea contract effective June 16, and pursuant to the provisions of the SIU (AGLIWD) Constitution, Article V, Section 1(a), dues for the deep sea membership will be increased by \$4 per quarter to \$58, effective with the third quarter of the present year.

Safety Team, Port Agents Meet at Headquarters

THE SIU's newly assigned Safety Teams and the Union's Port Agents met late last month with the SIU Executive Board at Headquarters in New York to discuss the goals and responsibilities of the recently launched SIU Safety Program.

The Safety Program was re-established last March in the face of Coast Guard budgetary cutbacks and the rapidly declining interest in worker safety by the Federal Government.

The Safety Program, designed to help insure the right of SIU members to a safe, clean work environment, was recently expanded to include all areas where SIU members work, whether it be deep sea, inland, Lakes or harbors.

At last month's meeting, chaired by SIU President Frank Drozak, it was made clear that members of the SIU Safety Team are not intended to do the job of Coast Guard or health inspectors. The Safety Teams were created to monitor health and



SIU President Frank Drozak, left, chairs meeting of the SIU Safety Team and Port Agents at Headquarters last month.

working conditions aboard SIU-contracted equipment, and to provide the membership with a new avenue for reporting safety or hazardous conditions.

The recent meeting was also used as a forum to put the finishing touches on a Safety check list form, so that Safety personnel will have a readily available form to keep a record of conditions in the galley,

engine room, deck areas, living quarters, etc.

The Safety records will be turned over to Safety Coordinator Bob Vayhe in St. Louis, MO. Safety problems will then be brought to the attention of the proper management people for correction.

President Drozak pointed out the importance of the Safety Program to the Union and its membership.

He called on the membership to cooperate fully with the SIU Safety Teams, and to keep a watchful eye open for safety violations in the work area.

SIU contracted vessels have traditionally maintained excellent safety records. However, most workplace injuries or fatalities could be avoided if strict attention is paid to safety issues.

Increased ship and barge traffic in ports and the ever increasing amounts of hazardous cargoes being carried on the oceans and in the U.S. inland waters system demands that optimum safety procedures be in effect at all times.

As stated by Drozak, "the SIU wants to help eliminate as many potential safety problems as possible. But our Safety Teams need the cooperation of the membership to get the job done. Hopefully, a joint effort by both the membership and the Safety personnel will make all SIU-contracted equipment accident free."

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The United States Public Health Service, which was shut down Oct. 1, 1981, formerly provided this service for seamen. However, since the USPHS closures, seamen have been using private physicians, which has led to undue confusion and an inordinate financial drain on the Seafarers Welfare Plan.

In other words, as of August 1, 1982, the Welfare Plan will no longer accept private physician's determinations of "Fit for Duty" or "Unfit for Duty".

The Trustees took this action to insure an efficient, cost effective procedure to determine duty status. The SIU Clinics, like USPHS, are acutely aware of the health problems and needs of seamen, and are in a much better position to fairly and accurately determine the seaman's health status in relation to the physical requirements of his job.

Would Kill U.S. Shipyards; Doesn't Address Cargo Issue

Reagan Maritime Plan Misses the Mark

Washington, D.C.—Sixteen months after taking office, the Reagan Administration finally unveiled the "initial elements" of its long-awaited national maritime policy.

The seven-point program, announced by Transportation Secretary Drew Lewis on May 20, met with mixed reviews. The AFL-CIO Maritime Trades Department, American shipbuilders and members of the Congressional Shipyard Coalition sharply criticized the Reagan plan, while ship operators generally praised it.

According to Lewis, the maritime program "includes measures which would eliminate unnecessary regulations adversely affecting the shipping and shipbuilding industries, extend the temporary authority permitting subsidized ship operators to build their ships overseas and encourage foreign investment in U.S. shipping operations."

It is the "foreign" provisions of the program—both the overseas construction and foreign investment statements—that have generated the controversy.

"When the need for rebuilding America's merchant marine is made increasingly evident by world events," said Frank Drozak

in a reference to England's reliance on its merchant fleet for support in the Falkland's crisis, "the Reagan Administration offers a maritime

program that would close down U.S. shipyards and shift the building and repairing of U.S. vessels abroad."

Drozak, who issued the June 1 statement in the dual capacity of president of the AFL-CIO Maritime Trades Dept., and a vice president of the AFL-CIO, reiterated the AFL-CIO's "long-held position that a strong private shipbuilding industry and merchant fleet are vital to the nation's economy and must not be dismantled."

Following are the Reagan policy positions announced by Secretary Lewis:

- Support of an extension of temporary authority, approved by the Congress last August, for subsidized U.S.-flag ship operators to construct or acquire vessels outside the United States and still receive operating-differential subsidies (ODS).

- Provide immediate eligibility for reflagged vessels for the carriage of Government-impelled cargoes. At present, foreign-built or rebuilt vessels must be documented under U.S. laws for three years before they can carry Government-impelled cargoes under provision of Public Law 664.

- Administrative reform of ODS by DOT/Marad to increase operating flexibility and reduce costs in the program.

- Encourage foreign investment in U.S.-flag shipping and permit

the current 49 percent foreign ownership in U.S.-flag vessels to be increased to 75 percent.

- Relieve all U.S.-flag ships of the current 50 percent ad valorem duty on repairs performed abroad.

- Reduction of unnecessary regulation of the shipbuilding and ship operating industries and establishment of a top level Government/industry group to further that effort.

- Support by the Administration of elimination of Federal Maritime Commission regulations governing the level of the rates of liner operators in the domestic trades.

Lewis stressed that the components of the Administration's maritime policy "constitute only the first phase of our continuing policy formulation process. We are currently assessing additional policy considerations which address other long-standing problems and needs of the maritime industry."

Following Lewis' announcement of the Administration's maritime policy Edwin Hood, president of the Shipbuilders Council of America, blasted the maritime program because "it will lead to more shipbuilding and ship-repairing in foreign yards (and further) undermine the shipyard mobilization base." This program, Hood charged, "completely repudiates everything President Reagan said" about the maritime industry during the 1980 campaign.

Voicing the sentiments of the AFL-CIO Executive Council, SIU President Drozak said "the Reagan Administration action would force the abandonment of the yards, tools, technology, workers and skills of an industry that provides jobs for 170,000 American workers."

Going a step further, Drozak noted that "Secretary Lewis has not yet addressed a key issue that must lie at the heart of any successful maritime policy, and that is the question of cargo."

Criticism of the Administration's maritime program also came from a coalition of eight Republican and three Democratic members of Congress who reminded President Reagan of a statement he made during his 1980 Presidential campaign. A decline in "our shipbuilding capability..." said then-candidate Reagan "is a dangerous threat to our national security."

Quarterly Dues Raised to \$58

As a result of the 7½ percent wage increase in the deep-sea contract effective June 16, and pursuant to the provisions of the SIU (AGLIWD) Constitution, Article V, Section 1(a), dues for the deep sea membership will be increased by \$4 per quarter to \$58, effective with the third quarter of the present year.

Safety Team, Port Agents Meet at Headquarters

THE SIU's newly assigned Safety Teams and the Union's Port Agents met late last month with the SIU Executive Board at Headquarters in New York to discuss the goals and responsibilities of the recently launched SIU Safety Program.

The Safety Program was re-established last March in the face of Coast Guard budgetary cutbacks and the rapidly declining interest in worker safety by the Federal Government.

The Safety Program, designed to help insure the right of SIU members to a safe, clean work environment, was recently expanded to include all areas where SIU members work, whether it be deep sea, inland, Lakes or harbors.

At last month's meeting, chaired by SIU President Frank Drozak, it was made clear that members of the SIU Safety Team are not intended to do the job of Coast Guard or health inspectors. The Safety Teams were created to monitor health and



SIU President Frank Drozak, left, chairs meeting of the SIU Safety Team and Port Agents at Headquarters last month.

working conditions aboard SIU-contracted equipment, and to provide the membership with a new avenue for reporting safety or hazardous conditions.

The recent meeting was also used as a forum to put the finishing touches on a Safety check list form, so that Safety personnel will have a readily available form to keep a record of conditions in the galley,

engine room, deck areas, living quarters, etc.

The Safety records will be turned over to Safety Coordinator Bob Vayhe in St. Louis, MO. Safety problems will then be brought to the attention of the proper management people for correction.

President Drozak pointed out the importance of the Safety Program to the Union and its membership.

He called on the membership to cooperate fully with the SIU Safety Teams, and to keep a watchful eye open for safety violations in the work area.

SIU contracted vessels have traditionally maintained excellent safety records. However, most workplace injuries or fatalities could be avoided if strict attention is paid to safety issues.

Increased ship and barge traffic in ports and the ever increasing amounts of hazardous cargoes being carried on the oceans and in the U.S. inland waters system demands that optimum safety procedures be in effect at all times.

As stated by Drozak, "the SIU wants to help eliminate as many potential safety problems as possible. But our Safety Teams need the cooperation of the membership to get the job done. Hopefully, a joint effort by both the membership and the Safety personnel will make all SIU-contracted equipment accident free."

Change of address cards on Form 3579 should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Published 1982.

AFL-CIO: Reagan Maritime Plan Dooms Shipyards

WASHINGTON, D.C.—The AFL-CIO Executive Council denounced a Reagan Administration maritime proposal that would, in effect, close down America's shipyards.

Their denunciation was contained in a statement passed by the Council during its meeting here last month. Many other statements were issued, including a number on the Administration's economic policies as well as on various other issues affecting the American worker.

SIUNA President Frank Drozak participated in the Council meeting as a vice president of the AFL-CIO. Drozak is also president of the eight-million member Maritime Trades Department.

In the Council's statement entitled "Construction of Ships Abroad," it was noted that, "now, when the need for rebuilding America's merchant marine is made increasingly evident by world events, the Reagan Administration offers a maritime program that would close down U.S. shipyards and shift the building and repairing of U.S. vessels abroad."

The issue to which the Council was referring is a Reagan Administration proposal that would make permanent a temporary measure allowing ship operators to acquire vessels abroad and still be eligible for Federal operating subsidies. The temporary measure was passed by Congress as part of the 1982 budget act.

Now the Reagan Administration wants to make that authority permanent, and remove all restraints on ship repairs performed abroad.

The Council statement accurately points out that "ship operators, free of the law to build in America as a requirement for an operating subsidy, would rush to foreign yards where low construction costs are



The AFL-CIO Executive Council in session late last month in Washington, D.C.

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Noting that the American shipbuilding industry has already lost many jobs because of the decline of the American-flag fleet, the Council stated that "the Reagan Administration action would force the abandonment of the yards, tools, technology, workers and skills of an industry that provides jobs for 170,000 American workers."

As part of their statement, the Council also called for other measures to help the shipbuilding industry and the American merchant fleet. They were:

- restoration of the construction subsidy and Title XI loan guarantee programs [the Administration has called for a scaling down of the latter];
- establishment of a U.S. cargo policy, including ratification of the United Nations Conference on Trade and Development (UNCTAD) Code of Conduct for liner shipping;
- and negotiation of bilateral shipping agreements for bulk cargoes with major U.S. trading partners.

Among the other proposals passed

by the Council was one calling for the extension of the current 39-week maximum for unemployment insurance benefits to 65 weeks for jobless workers who have exhausted their regular and extended benefits.

In a related development, the House Ways and Means Committee last month approved an additional 13 weeks of extended unemployment benefits for hundreds of thousands of workers. However, the measure falls short of what the AFL-CIO is seeking.

Under existing law, the maximum duration of unemployment benefits is 39 weeks. Normally this consists of 26 weeks of state payments plus up to 13 weeks of state-federal payments in jurisdictions where the extended benefits program has been triggered by exceptionally high insured jobless rates.

The Committee bill would stretch eligibility to 52 weeks in the jurisdictions where extended benefits are in effect. Currently this includes 31 states, plus Puerto Rico and the Virgin Islands. The additional 13 weeks would be funded by a

regressive tax measure which was protested by the AFL-CIO.

In other actions, the Council issued a statement on "The Reagan Recession," noting that "more Americans are suffering economic hardships than at any time since the Great Depression."

Besides the proposals opposing foreign ship construction and extending jobless benefits, the recommendations made by the Council to stimulate the economy and counteract some of the Reagan Administration's plans included: a new tax program; renewal of the Credit Control Act under which President Reagan can curb high interest rates; opposition to a constitutional amendment that would force a balanced budget; opposition to the Administration's plan to destroy the Railroad Retirement System; condemnation of the Labor Department's final regulations on the Davis-Bacon Act.

7½% Increase Began June 16 in Tanker, Freightship Agreements

Seafarers sailing under the SIU's Standard Tanker and Freightship/Passenger Agreements began receiving a 7½ percent increase in pay this month.

As per the deep sea contracts that were signed in June of 1981, the 7½ percent increase for 1982 took effect on June 16.

The hike applies to regular wages, overtime rates, premium rates, and penalty rates.

Also, effective June 16, vacation rates will be increased from 12 to 13 days for every 30 days worked.

Crew Abandons Ogden Willamette

As the Log went to press, the SIU-contracted tanker *Ogden Willamette* had been towed to Jamaica after nearly sinking in the Caribbean Sea approximately 35 miles off the coast of Jamaica.

The 32-man crew of the *Ogden Willamette* (Ogden Marine Corp.) were reportedly all safe after abandoning the vessel.

Of the full crew, 22 were unlicensed seamen under SIU contract. The crew, which was rescued by the Chilean-flag freighter *Copiapo*, were brought into the port of Norfolk.

The cause of the *Ogden Willamette's* troubles is not yet known. There was no explosion reportedly and no crash. But early on the

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The ship was built in 1969 at the Bethlehem Steel Shipyard in Sparrows Point, Md.

In late 1972 she became the first American-flag ship to carry grain to Russia under a newly signed trade agreement with the Soviet Union.

Monthly Membership Meetings

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		Lakes, Inland Waters		
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Baltimore	July 7	2:30 p.m.		7:00 p.m.
Norfolk	July 8	9:30 a.m.		7:00 p.m.
Jacksonville	July 8	2:00 p.m.		
Algonac	July 9	2:30 p.m.		
Detroit	July 9	2:30 p.m.		
Houston	July 12	2:30 p.m.		7:00 p.m.
New Orleans	July 13	2:30 p.m.		7:00 p.m.
Mobile	July 14	2:30 p.m.		
San Francisco	July 15	2:30 p.m.		
Wilmington	July 19	2:30 p.m.		
Seattle	July 23	2:30 p.m.		
Piney Point	July 10	10:30 a.m.		
San Juan	July 8	2:30 p.m.		
Columbus	July 17			1:00 p.m.
St. Louis	July 16	2:30 p.m.		
Honolulu	July 8	2:30 p.m.		
Dublin	July 11	2:30 p.m.		
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In late 1972 she became the first American-flag ship to carry grain to Russia under a newly signed trade agreement with the Soviet Union.



Seafarer Charles E. Smoke is a deck/engine/utilityman on the *M/V Jacksonville*.



AB Howard Hare stands watch on the mammoth barge.



Pumpman/OS Spurgeon Simpson, Jr. is just about ready to discharge the *Jacksonville's* first-ever load of No. 2 diesel.

1st of 6 CATUG's Goes In Service

SIU Takes Jacksonville on Maiden Voyage

IN what may be the beginning of a new era in shipping, the "CATUG" *Jacksonville* (Apex Marine) reached Port Reading, N.J. with its first load of oil. The *Jacksonville*, which to the untrained eye looks very much like a ship, is actually an integrated tug and barge, capable

of being fitted together and taken apart whenever necessary.

The SIU-contracted *Jacksonville* is the first in a series of six ITB's to be built for Apex Marine Corporation.

The front portion of the vessel is a huge tank which was built by Bethlehem Steel at their Sparrows Point, Md. shipyard. Halter Marine, Inc. of Chickasaw, Ala. built the 133 foot long tug

unit that will provide the engines, bridge and quarters for the crew. Combined at the Halter facility the integrated units are 691 feet long from stem to stern.

SIU crewmen seemed pleased with the way the *Jacksonville* handled on her maiden voyage and were most impressed with the ease cargo loading and unloading was accomplished by the barges modern hydraulic

pumping system.

The *ITB Jacksonville* will make several runs between Amerada Hess plants in St. Croix and Port Reading carrying No. 2 diesel fuel. Eventually the vessel will have a regular run which will include its namesake, the port of Jacksonville, Fla.

The second of the six ITB's will be put into service shortly.



Just as any ship would, the "CATUG" *Jacksonville* lighters at Stapleton Anchorage in the Narrows Bay before shifting to a dock.



Oiler W. H. McNeil stands by the control board of the 18,000hp, 32 stroke, twin diesel *Jacksonville*. The vessel cruises along at 16½ to 17 knots.



Steward/Baker Edward Kelly (l.) and Chief Cook Raymond Thomas are cooking good in the *Jacksonville* galley.



Whether you call them Catug's or ITB's, vessels like Apex Marine's *Jacksonville* and the five others that will follow her should help to preserve the U.S. flag fleet.

June 22 Marks 2nd Anniversary of Paul Hall's Death

This month marks the second anniversary of the death of former SIU President Paul Hall who headed this Union for 33 years and became one of the most influential labor leaders in America.

Hall was 65 years old when he passed away in New York City on June 22, 1980 after an eight month fight against cancer.

Besides being head of the SIU A&G District since 1947, Hall was also senior vice-president of the AFL-CIO.

At Hall's death, tributes came in from around the country from some of the nation's top labor, political, and maritime industry leaders.

Former Vice President Walter Mondale attended Hall's funeral.

The memorials have not stopped since Paul Hall died. Many came within the first year of his death. But in the past 12 months, they have also continued.

At the SIUNA Convention held in September of 1981, a special resolution was passed praising Hall as well as dedicating the Convention to him.

Also, the first posthumous Admiral of the Ocean Seas Award was given by the United Seamen's Service in honor of Hall on Sept. 25, 1981. In November, the Maritime Port Council of Greater New York

gave the second annual Paul Hall Memorial Award to Steve Leslie, president of the International Brotherhood of Operating Engineers and vice president of the Maritime Trades Department.

But perhaps the tribute that Hall would have most appreciated was the dedication in August of 1981 of the Paul Hall Library and Maritime Museum at the training school that Hall founded—The Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

Hall was a great believer in education and he would have viewed the Library as a high point in his goal

of helping SIU members reach their full academic potential.



The late Paul Hall

Dredgers Oppose Overhaul of Army Corps Hopper

Washington, D.C.—Despite the protests of the SIU and the private dredging industry, Congress is likely to okay a \$9.7 million appropriation the Army Corps of Engineers is seeking to repair its fire-damaged hopper dredge *McFarland*.

Approval for repair and overhaul of the hopper dredge has already been voted by the Subcommittee on Energy and Water Development of the House Appropriations Committee. Chaired by Rep. Tom Bevill (D-Ala) the Subcommittee held both a public hearing and a closed-door executive session on May 26.

Though the \$9.7 million funding request approved by the Subcommittee could be turned back by either the Appropriations Committee or the full House or Senate, this is considered unlikely.

The Transportation Institute, a nonprofit research and educational organization for the private maritime industry, formally protested the \$9.7 million expenditure prior to the Subcommittee hearing. In a letter to Subcommittee Chairman Bevill, TI Executive Director Peter Luciano expressed "the strong belief that such a financial outlay may ultimately prove unnecessary and should therefore be deferred..."

Luciano pointed out that the Army Corps of Engineers and the private dredging industry are currently engaged in a "Congressional mandated Industry Capability Program (ICP)... to significantly reduce the size of the federal dredge fleet while concurrently increasing private sector participation in fulfilling the nation's dredging requirements."

One of the functions of the jointly-run group is to determine the minimum federal dredge fleet required to fulfill national defense and emergency needs.

The Corps of Engineers has found that a Federally-owned fleet should include eight hopper dredges, 12 non-hopper dredges and one research-and-development dredge.

However, a study by the private National Association of Dredging Contractors concluded that three U.S. hopper dredges would be sufficient to fulfill federal requirements and that all other dredging work could easily be handled by the private dredge fleet.

One of the key aims of the ICP is a modern and efficient private dredge fleet, which is currently used at only half its capability. "The pri-

vate dredging industry is willing and able," Luciano said, "to assume the additional workload that would otherwise be assigned to *McFarland*."

Approving money to repair the *McFarland* "could represent a needless waste of federal resources," Luciano pointed out, especially if the *McFarland* is "retired as a result of the findings of the ICP."

The Subcommittee, however, was not persuaded by TI's arguments or similar arguments offered by the SIU and private contractors.

In voting to recommend the \$9.7 million funding, the Subcommittee noted that the *McFarland* is the third newest hopper dredge in the federal fleet and would probably remain a part of that fleet even if the fleet is reduced in the future.

More Jobs for N.O. Boatmen on Crescent's Tug John G. Amato

The SIU-contracted Crescent Towing and Salvage Co. of the port of New Orleans recently christened a completely rebuilt and refurbished 4,000 hp tugboat

John G. Amato.

The 112-foot by 26½ foot wide repowered tug brings the Crescent Towing fleet up to 24 boats.

The *John G. Amato* is capable

of moving large ocean-going vessels when the Mississippi River at the port is dredged to a 55 foot depth.

She was originally built for the U.S. Coast Guard and named the *Tug Ojibway*. And was decommissioned in October 1981.

Laker Gallagher's Ashes Scattered Over St. Clair

In a ceremony on the SIU's Great Lakes servicing boat *SIU 2*, the ashes of Seafarer Charles Gallagher were scattered over the St. Clair River shipping channel this month, according to SIU Representative Tom Bluit of the Algonac Union Hall.

Brother Gallagher, who was a resident of Saline, Mich., was 69 years old when he died on Jan. 13 of cancer in St. Joseph's Mercy Hospital.

Bluit described Gallagher as "an outstanding member, one of the best. He was always with you when you needed him."

An SIU pensioner, Brother Gallagher originally sailed deep sea before switching over to the Great Lakes about ten years ago, according to Bluit. There he sailed as a QMED.

Brother Gallagher, who was born in Kansas, is survived by his wife, Anna.



Aboard the tug *John G. Amato* in the port of New Orleans is the crew of (l. to r.) Capt. Larry Projean, Deckhand Carroll Rappold, Chief Engineer Mark Davis and Deckhand Richard Ducros.



Here's a closeup view of the rebuilt *Tug John G. Amato* in New Orleans.

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Luciano pointed out that the Army Corps of Engineers and the private dredging industry are currently engaged in a "Congressional mandated Industry Capability Program (ICP) . . . to significantly reduce the size of the federal dredge fleet while concurrently increasing private sector participation in fulfilling the nation's dredging requirements."

One of the functions of the jointly-run group is to determine the minimum federal dredge fleet required to fulfill national defense and emergency needs.

The Corps of Engineers has found that a Federally-owned fleet should include eight hopper dredges, 12 non-hopper dredges and one research-and-development dredge.

However, a study by the private National Association of Dredging Contractors concluded that three U.S. hopper dredges would be sufficient to fulfill federal requirements and that all other dredging work could easily be handled by the private dredge fleet.

One of the key aims of the ICP is a modern and efficient private dredge fleet, which is currently used at only half its capability. "The pri-

vate dredging industry is willing and able," Luciano said, "to assume the additional workload that would otherwise be assigned to *McFarland*."

Approving money to repair the *McFarland* "could represent a needless waste of federal resources," Luciano pointed out, especially if the *McFarland* is "retired as a result of the findings of the ICP."

The Subcommittee, however, was not persuaded by TI's arguments or similar arguments offered by the SIU and private contractors.

In voting to recommend the \$9.7 million funding, the Subcommittee noted that the *McFarland* is the third newest hopper dredge in the federal fleet and would probably remain a part of that fleet even if the fleet is reduced in the future.

More Jobs for N.O. Boatmen on Crescent's Tug John G. Amato

The SIU-contracted Crescent Towing and Salvage Co. of the port of New Orleans recently christened a completely rebuilt and refurbished 4,000 hp tugboat

John G. Amato. The 112-foot by 26½ foot wide repowered tug brings the Crescent Towing fleet up to 24 boats. The *John G. Amato* is capable

of moving large ocean-going vessels when the Mississippi River at the port is dredged to a 55 foot depth.

She was originally built for the U.S. Coast Guard and named the *Tug Ojibway*. And was decommissioned in October 1981.

Laker Gallagher's Ashes Scattered Over St. Clair

In a ceremony on the SIU's Great Lakes servicing boat *SIU 2*, the ashes of Seafarer Charles Gallagher were scattered over the St. Clair River shipping channel this month, according to SIU Representative Tom Bluit of the Algonac Union Hall.

Brother Gallagher, who was a resident of Saline, Mich., was 69 years old when he died on Jan. 13 of cancer in St. Joseph's Mercy Hospital.

Bluit described Gallagher as "an outstanding member, one of the best. He was always with you when you needed him."

An SIU pensioner, Brother Gallagher originally sailed deep sea before switching over to the Great Lakes about ten years ago, according to Bluit. There he sailed as a QMED.

Brother Gallagher, who was born in Kansas, is survived by his wife, Anna.



Aboard the tug *John G. Amato* in the port of New Orleans is the crew of (l. to r.) Capt. Larry Prejean, Deckhand Carroll Rappold, Chief Engineer Mark Davis and Deckhand Richard Ducros.



Here's a closeup view of the rebuilt tug *John G. Amato* in New Orleans.

SIUNA Booth Shines

37th AFL-CIO Union-Industries Show a Hit

ALMOST a quarter of a million visitors hailed the 37th annual AFL-CIO Union-Industries Show's more than 300 free consumer-oriented exhibits at the Pittsburgh Convention Center from May 14 to May 19.

Pride in U.S. union-industries-made quality products and services, plus the craft skills, talents and productivity demonstrated creatively in the live exhibits by the union workers with the latest technological advances developed by American

industries was the keynote of the show.

Many of the displays allowed visitors to try their hands at particular skills. More than \$100,000 in prizes and product samples were given away during the six-day show.

A top show exhibit was the SIUNA booth which featured the Seafarers Harry Lundeberg School of Seamanship and the SIUNA's affiliated cannery workers. The SIUNA booth raffled off canned seafood, pet foods, hot sauces and Mexican specialties produced by SIUNA members, and a cruise on the SIU-manned *SS Independence*, in cooperation with American Global Lines.

Hundreds of copies of the Seafarers LOG, the Union's monthly newspaper, and a history of the SIU: "Decade of the '70's" were given to the crowds.

Manning the SIU booths were Steve Edney, head of the Cannery Workers and UIW national chief, his

wife, Alberta; Rose Daquisto of the Cannery Workers Health, Welfare and Pension Plans and Charles Swenson, the Lundeberg School's director of public relations.



Happy winner of the *Independence* cruise, left, holds Kim, the little girl who picked his name from a bin, and David Barrett of American Hawaii Cruises at the SIUNA booth.



The SIUNA booth, which held regular raffles, was a big hit at the Union Industries Show.

From Ashtabula to Mentor, Laker's Dredges Diggin' In

Despite the big slump in the Great Lakes iron, steel, shipping and auto industries, SIU-contracted dredging companies have been fairly busy. In these pix, we see the tug *Ohio* "landing" in Ashtabula (Ohio) Harbor after hauling stone barges for Peter Kiewit

Sons Co. Dunbar & Sullivan Dredging Co. had just completed a "job" there.

Next, the dredge *Dugan* (Dunbar & Sullivan) was headed for a job in Huron, Ohio and the *D & S* dredge *Handy* Andy will dig a giant trench for pipe in Mentor, Ohio.

And last but not least, (Wisc.) Harbor and is now doing Luedtke Engineering completed dredging Milwaukee Harbor.



The 180 foot long Laker tug *Ohio* (right) dwarfs her smaller tug sister as crews are changed in Ashtabula.



Deckhand Dan Daly (right) looks on and helps as a welder works on the tug *Dugan* (Dunbar & Sullivan) at the company yard in Cleveland. The very next day the tug was towing equipment to Huron, Ohio.



SIU Great Lakes Rep. Byron Kelley (left) and William Gregel of Great Lakes Towing on harbor tug in Ashtabula, Ohio, late last month.



2nd Cook Tom Hart (left) and Steward Eddie Hell pose in the galley of the tug *Niagara* before preparing a delicious meal for the tug's flout crew.

Dispatchers Report for Great Lakes

	MAY 1-29, 1982			TOTAL REGISTERED			TOTAL SHIPPED			REGISTERED ON BEACH		
	All Groups	Class A	Class B	Class C	All Groups	Class A	Class B	Class C	All Groups	Class A	Class B	Class C
Port												
Algonac	24	1	2	40	15	0	70	14	7			
Port												
Algonac	13	3	0	22	5	0	41	15	4			
Port												
Algonac	4	2	1	9	3	0	13	5	3			
Port												
Algonac	22	14	3	0	0	0	67	64	30			
Totals All Departments	63	20	6	71	23	0	191	98	44			

Total Registered means the number of men who actually registered for shipping at the port last month.
 Registered on the Beach means the total number of men registered at the port at the end of last month.

APL's President Washington Christened in New Orleans

A BRAND NEW 860-foot long diesel containership will soon join the SIU Pacific Maritime Association fleet.

She is the *President Washington*, owned by American President Lines (APL). The SIU represents the steward department on APL ships.

Launched in New Orleans late last month, the *President Washington* was built at that city's Avondale shipyards.

She is the first modern ship to be named the *President Washington*, according to the company. The name is particularly significant this year since 1982 marks the 250th anniversary of the birth of President George Washington.

The ship has the capacity to carry the equivalent of 2,500 twenty-foot containers, "enough cargo," said APL, "to fill a freight train 12 miles long."

Later this year she will begin service in the busy trans-Pacific trade.

APL operates one of the largest liner cargo fleets in the Pacific Basin and Indian Ocean region, with 15



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containerships and five multi-purpose vessels.

The *President Washington* is of the new C-9 class of containership, the largest such ships ever built in the U.S. She is diesel propelled as are her sisterships, the *President Lincoln* and the *President Monroe*, making them some 30 percent more

fuel efficient than the traditional steam-powered containerships.

One third of their total cargo capacity can be devoted to refrigerated agricultural products.

Among the speakers at the launching was Navy Vice Admiral Kent J. Carroll who said that the *President Washington* and her sis-

terships, because of their fuel efficiency and cargo lift capacity, represent a step forward and an overall strengthening of the American merchant marine. He noted that in times of national emergency the U.S. merchant marine would be called upon to provide sealift for the U.S. armed forces.

SIU Seeks Assurances in P.R. Passenger Liner Bill

WASHINGTON, D.C.—A bill that would allow foreign-flag passenger service between Puerto Rico and the U.S. mainland will not be

opposed by the SIU, as long as certain provisions of the legislation remain intact.

The Union's views were made

known last month by SIU President Frank Drozak in a statement to the House Merchant Marine Subcommittee. The Subcommittee was considering H.R. 1489 which would waive provisions of an 1886 law in order to allow foreign-flag vessels to transport passengers between ports in Puerto Rico and other ports in the United States—unless the Secretary of Transportation determines that U.S.-flag passenger vessels are available.

The SIU has refrained from opposing H.R. 1489 because of consideration for the residents of Puerto Rico.

President Drozak, in his statement, noted that "because Puerto Rico is an island, Puerto Rican citizens who have a fear of flying or who are unable to fly for medical reasons have no readily available alternate method of transportation to the United States mainland."

He continued, "the Seafarers International Union recognizes that a solution to this problem should be afforded to the citizens of Puerto Rico. There are, however, certain concerns which we feel it is necessary to enumerate."

The concerns are:

1.) The Subcommittee should clearly note that the bill that is being waived by H.R. 1489 is an 1886 law and not the Jones Act of 1920. As President Drozak noted, "should

there be any attempt to weaken the provisions of the Jones Act, the Seafarers International Union would, of course, strongly oppose such an effort."

2.) The qualifying clause concerning the entrance of U.S.-flag passenger ships must not be dropped.

As it stands now, the bill states that if an American-flag passenger ship becomes available, no foreign-flag vessels will be allowed to continue to operate between Puerto Rico and the U.S. mainland.

In his statement, Drozak pointed out, "our union has worked diligently over the past several years to rebuild the U.S. passenger cruise industry. We have met with some success in this endeavor and I would hope that the Government of Puerto Rico would assist us in this continuing challenge."

He noted that "at a not too distant date" it may be feasible for an American-flag passenger vessel to travel between Puerto Rico and the U.S. mainland.

Pointing to a related matter, Drozak noted that the SIU is opposed to a proposal about port time that is currently being considered by the Reagan Administration. The proposal would extend, from 24 hours to 72 hours, the period of time that a foreign vessel may stop at a coastwise port, such as San Juan, Puerto Rico.

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The SIU in Washington

Seafarers International Union of North America, AFL-CIO

June 1982

Legislative, Administrative and Regulatory Happenings

Incineration Ships

The members of the House Merchant Marine Committee have voted to extend the U.S. flag provisions of the Jones Act to include the incineration of toxic wastes at sea.

By taking this stand, the members of the House Merchant Marine Committee have taken the first step in closing a glaring loophole in existing law. If approved by both Houses of Congress, and signed by the President, the legislation would give the maritime industry a much-needed boost.

In the process of voting to extend the Jones Act, the Committee members touched upon a number of hotly contested issues, including the health and safety standards regulating the toxic waste industry, the fate of foreign flag vessels already in the toxic waste trade, and the maritime budget for Fiscal Year 1983, which many Committee members feel is inadequate to meet the needs of the industry.

Even though the dumping of toxic wastes in the ocean does not entail the carriage of foreign trade, the toxic waste industry was not covered under the terms of the Jones Act. The omission was not intentional. The framers of the 1936 Jones Act had no knowledge of toxic wastes. They could not conceive of a situation where a ship would leave an American port, go to the middle of the ocean, dump cargo, and return to the original point of departure.

The toxic waste industry has been in existence for some eight years now. There had been no need to formally extend the provisions of the Jones Act to include the incineration of toxic wastes at sea because there were no American flag vessels capable of carrying toxic wastes.

However, earlier this year, the Maritime Administration conditionally approved the Iacoma Corporation's application for Title XI loan guarantees for two U.S. flag incinerator vessels. It was the first Title XI grants to be awarded since the program was severely curtailed in last year's budget.

T.I. Study on Bilateral Trade

The Transportation Institute, a non-profit organization devoted to promoting marine research and development, released the findings of a study it had commissioned to ascertain the long term effects of bilateral trade agreements on the coal exporting industry.

According to the study, bilateral trade agreements would increase the cost of coal by only a nominal sum, some 55¢ per ton for U.S. flag carriage.

At the same time, bilateral trade agreements would enhance the cost competitiveness of the coal exporting industry by being part of a comprehensive transportation policy.

The study suggested that the development of this nation's coal exporting industry has been hampered by a crumbling transportation network.

What is needed is a policy that would deepen shallow ports, modernize existing anticipated storage equipment, and stimulate construction of American flag vessels that could safeguard our national interests.

User Fees

The Administration has submitted legislation to Congress that would give the Coast Guard the authority to impose user fees on certain recipients of its services. If enacted, the legislation could cost the maritime industry as much as \$440 million.

Direct charges are being planned for the documentation, measurement, and inspection of American flag vessels, as well as for the licensing and certification of all maritime personnel.

Other services for which costs would be covered in part or in whole include the following: short range aid to navigation, radio navigation systems, port safety and security, recreational boating safety, domestic icebreaking services, and marine environmental protection.

'Lowest Landed Cost'

Last year, a number of Congressmen tried to cut the vitally important PL 480 program which mandates that U.S. ships carry at least 50% of government generated cargoes. This year promises more of the same.

A bill has been introduced by Sen. Alan J. Dixon (R-III) that would require cargoes subject to cargo preference laws moved on U.S. flag ships to be "carried at the lowest landed cost."

While its supporters call the bill a "move to contain transportation costs," many industry experts feel that it is the first wave of a new attack on existing cargo preference programs.

Budget Cuts

While events in the Falkland Islands and the Middle East have demonstrated conclusively the need for reversing the decline of this nation's merchant marine, the Administration and several key members of Congress seem intent on making draconian cuts in the maritime budget.

For the second year in a row, the Administration has refused to authorize funds for the Construction Differential Subsidy Program. It has also requested a cap on funding for the Title XI Loan Guaranty Program, even though the domestic shipbuilding industry is in serious trouble. Title XI provides Federally guaranteed loans for building ships in U.S. yards.

'A' Seniority Upgraders Visit D.C.



Eleven more "A" Seniority upgraders went to Washington this month for a first-hand look at the SIU's political action program. During their day-long tour, they were briefed on the SIU's legislative goals in meetings at the Transportation Institute and the AFL-CIO Maritime Trades Department. The upgraders also toured the Capitol, and paused on the Capitol steps for this photo. They are Doyle Cornelius, Leitia Perales, William Winters, Eugene Grantham, Daniel Beeman, David Johnson, Barry Kiger, Bruce Smith, Stanley Clark, Robert Larsen, New York, and Kathy Devane from the Port of Tampa. With them are SIU Representative Mike Paladino and SIU legislative representative Mark Reihl.

SPAD is the SIU's political fund and our political arm in Washington, D.C. The SIU asks for and accepts voluntary contributions only. The Union uses the money donated to SPAD to support the election campaigns of legislators who have shown a pro-maritime or pro-labor record.

SPAD enables the SIU to work effectively on the vital maritime issues in the Congress. These are issues that have a direct impact on the jobs and job security of all SIU members, deep-sea, inland, and Lakes.

The SIU urges its members to continue their fine record of support for SPAD. A member can contribute to the SPAD fund as he or she sees fit, or make no contribution at all without fear of reprisal.

A copy of the SPAD report is filed with the Federal Election Commission. It is available for purchase from the FEC in Washington, D.C.

SUPPORT SPAD

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Gov't Agencies Ignore 'Toothless' Cargo Laws

Washington, D.C.—Testifying before a House Merchant Marine & Fisheries Committee hearing here on June 7, SIU President Frank Drozak called on the Committee to "put some teeth into the nation's cargo preference laws."

Both the call and the Committee's hearings were spurred by the most recent instance of a government agency's failure to comply with the 50 percent U.S.-flag cargo preference requirement for government-impelled cargoes.

Late last year, the federal Government Services Administration (GSA) contracted with the government of Jamaica for the purchase of 1.6 million tons of bauxite for the U.S. strategic minerals stockpile. As a government cargo, the 50 percent U.S. flag requirement applied to the contracted bauxite.

The GSA chose a single delivery destination for the ore—a Reynolds Aluminum Company-owned site in Port Gregory, Tx. Despite the fact that a letter from the Maritime Administration to the GSA noted that other suitable sites for delivery of the bauxite were available, the GSA stuck to its intention to use Port Gregory alone.

As required by law, the GSA put out a formal request for two U.S.-flag ships to deliver the bauxite, allowing, however, less than two



SIU President Frank Drozak told Congress that the Reagan Administration was not living up to its mandate to use U.S.-flag ships in the shipment of bauxite from Jamaica. Drozak testified before the full House Merchant Marine & Fisheries Committee earlier this month.

days for U.S. ship operators to respond.

"Under pressure from Marad," Drozak told the Committee, "a second request for ships went out. However, since the Port Gregory site had been chosen, and since that site requires a self-unloading vessel, no U.S.-flag ships were available for the work."

Five U.S. companies did offer bids to the GSA. In their bids, the companies, all bulk ship operators,

proposed alternative stockpile sites or cargo discharge at Port Gregory by substitute methods. But the GSA contracted for the carriage of the ore by foreign-flag vessels, claiming there were no appropriate U.S.-flag ships available.

Expressing outrage at what he called the "bending of rules by government agencies," Drozak told the House Committee "GSA had no intention of using U.S.-flag service."

"Cargo is the key for U.S. maritime revitalization," Drozak continued. "One of the biggest reasons for the continued decline of the U.S.-flag merchant fleet is that government-impelled cargoes are not carried on American-flag vessels."

Drozak called on President Reagan to instruct the executive agencies to comply with the nation's cargo preference laws. He also charged the Merchant Marine & Fisheries Committee with "putting some teeth into the cargo preference laws. As things stand," he said, "there is no serious penalty for an agency's failure to comply with the law. Without some kind of penalty," warned Drozak, "situations like this Jamaican bauxite incident will continue."

Peter Luciano, executive director of the Washington D.C.-based Transportation Institute, also testified before the Committee. Sounding the same call as SIU President Drozak, Luciano added "government agency after agency continues to refuse to implement the law as Congress intended. The Executive Branch generally looks the other way when its agencies ignore the law. Unless there is some penalty or enforcement provision," he said, "there will continue to be disregard for the law."

Kirkland to Get AOTOS for Maritime Support

AFL-CIO PRESIDENT LANE KIRKLAND has been named winner of the Admiral of the Ocean Seas Award, which is presented annually by the United Seamen's Service for distinguished service to the American maritime industry and labor movement.

Kirkland is the 14th person to receive the award. Last year's winner was the late Paul Hall, President of the SIU until his death in 1980.

Kirkland's interest in the maritime industry dates back to World War II, when he sailed aboard merchant vessels carrying ammo and other war materials to the Atlantic and Pacific combat zones.

In his capacity as chief spokesman for the labor movement, Kirkland has been a passionate defender of the American flag Merchant Marine.

Speaking before the AFL-CIO Maritime Trades Department at its 1982 Convention, he noted: "No matter how high the defense budget goes, America's safety cannot be assured until we have the sealift capacity and the maritime skills to transport our military forces and sustain our allies anywhere in the world."

"That cannot happen until we reclaim a fair share of America's trade for American ships, built in American yards, manned by American seamen and dependably con-

trolled under the American flag."

He has treated that message many times at many different forums.

In addition to his outspoken defense of the American flag Merchant Marine, Kirkland has been in the forefront of many humanitarian causes.

He has been an outspoken critic of the budget cuts being proposed in the 1982 budget, because he feels that the poor will have to assume a disproportionate share of the burden.

He has also been active at an international level. He has been one of the leading supporters of the Solidarity movement in Poland.

The 1982 AOTOS Award will be

formally presented on October 1, 1982 at the New York Hilton. Thomas Gleason, president of the International Longshoremen's Association and 1974 recipient of the AOTOS Award, will serve as General Chairman.



AFL-CIO President Lane Kirkland

La. Gov. Treen Names Brown To Dredging Task Force

SIU New Orleans Port Agent Gerry Brown has been appointed to a committee that could have a big impact on Louisiana's ports.

The State's Governor, David C. Treen, has appointed Brown to Louisiana's Task Force on Deep Draft Vessel Access to the Mississippi River.

The Task Force's purpose is to advise the Governor on whether or not it is

feasible to dredge parts of the Mississippi River to accommodate large bulk carriers.

In an area from the mouth of the River, past the port of New Orleans, to the port of Baton Rouge, there are about 10 or 11 spots that would have to be dredged. Most other areas are at least 55 feet deep already.

The dredging would be necessary

because of the deep draft ships that would be used for the anticipated coal export boom of the coming decades.

The Task Force will have to evaluate the impact of such dredging on the State.

Currently New Orleans and Baton Rouge, taken together, are among the most active ports, not only in this country, but in the world.

Drozak at Bauxite Hearings

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The GSA chose a single delivery destination for the ore—a Reynolds Aluminum Company-owned site in Port Gregory, Tx. Despite the fact that a letter from the Maritime Administration to the GSA noted that other suitable sites for delivery of the bauxite were available, the GSA stuck to its intention to use Port Gregory alone.

As required by law, the GSA put out a formal request for two U.S.-flag ships to deliver the bauxite, allowing, however, less than two



SIU President Frank Drozak told Congress that the Reagan Administration was not living up to its mandate to use U.S.-flag ships in the shipment of bauxite from Jamaica. Drozak testified before the full House Merchant Marine & Fisheries Committee earlier this month.

days for U.S. ship operators to respond.

"Under pressure from Marad," Drozak told the Committee, "a second request for ships went out. However, since the Port Gregory site had been chosen, and since that site requires a self-unloading vessel, no U.S.-flag ships were available for the work."

Five U.S. companies did offer bids to the GSA. In their bids, the companies, all bulk ship operators,

proposed alternative stockpile sites or cargo discharge at Port Gregory by substitute methods. But the GSA contracted for the carriage of the ore by foreign-flag vessels, claiming there were no appropriate U.S.-flag ships available.

Expressing outrage at what he called the "bending of rules by government agencies," Drozak told the House Committee "GSA had no intention of using U.S.-flag service."

"Cargo is the key for U.S. maritime revitalization," Drozak continued. "One of the biggest reasons for the continued decline of the U.S.-flag merchant fleet is that government-impelled cargoes are not carried on American-flag vessels."

Drozak called on President Reagan to instruct the executive agencies to comply with the nation's cargo preference laws. He also charged the Merchant Marine & Fisheries Committee with "putting some teeth into the cargo preference laws. As things stand," he said, "there is no serious penalty for an agency's failure to comply with the law. Without some kind of penalty," warned Drozak, "situations like this Jamaican bauxite incident will continue."

Peter Luciano, executive director of the Washington D.C.-based Transportation Institute, also testified before the Committee. Sounding the same call as SIU President Drozak, Luciano added "government agency after agency continues to refuse to implement the law as Congress intended. The Executive Branch generally looks the other way when its agencies ignore the law. Unless there is some penalty or enforcement provision," he said, "there will continue to be disregard for the law."

Kirkland to Get AOTOS for Maritime Support

AFL-CIO PRESIDENT LANE KIRKLAND has been named winner of the Admiral of the Ocean Seas Award, which is presented annually by the United Seamen's Service for distinguished service to the American maritime industry and labor movement.

Kirkland is the 14th person to receive the award. Last year's winner was the late Paul Hall, President of the SIU until his death in 1980.

Kirkland's interest in the maritime industry dates back to World War II, when he sailed aboard merchant vessels carrying ammo and other war materials to the Atlantic and Pacific combat zones.

La. Gov. Treen Names Brown To Dredging Task Force

SIU New Orleans Port Agent Gerry Brown has been appointed to a committee that could have a big impact on Louisiana's ports.

The State's Governor, David C. Treen, has appointed Brown to Louisiana's Task Force on Deep Draft Vessel Access to the Mississippi River.

The Task Force's purpose is to advise the Governor on whether or not it is

feasible to dredge parts of the Mississippi River to accommodate large bulk carriers.

In an area from the mouth of the River, past the port of New Orleans, to the port of Baton Rouge, there are about 10 or 11 spots that would have to be dredged. Most other areas are at least 55 feet deep already.

The dredging would be necessary

trolled under the American flag."

He has treated that message many times at many different forums.

In addition to his outspoken defense of the American flag Merchant Marine, Kirkland has been in the forefront of many humanitarian causes.

He has been an outspoken critic of the budget cuts being proposed in the 1982 budget, because he feels that the poor will have to assume a disproportionate share of the burden.

He has also been active at an international level. He has been one of the leading supporters of the Solidarity movement in Poland.

The 1982 AOTOS Award will be

formally presented on October 1, 1982 at the New York Hilton. Thomas Gleason, president of the International Longshoremen's Association and 1974 recipient of the AOTOS Award, will serve as General Chairman.



AFL-CIO President Lane Kirkland

because of the deep draft ships that would be used for the anticipated coal export boom of the coming decades.

The Task Force will have to evaluate the impact of such dredging on the State.

Currently New Orleans and Baton Rouge, taken together, are among the most active ports, not only in this country, but in the world.

Seafarers HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Piney Point Maryland

Crowley, SHLSS Officials Chart New Training Programs

OFFICIALS of Crowley Maritime Corp., headed by Don McLean, Senior Vice President for Marine Operations, met with SHLSS Vice President Frank Mongelli and members of the SHLSS staff to plan a new training program to "improve the safety experience of barge and tow crews." The meeting took place last month at the Seafarers Harry Lundeberg School in Piney Point.

The meeting focused on three areas: the development of an advanced program for tankermen; development of a videotape program which will stress the safe operation of vessels and tows, and the safe handling of hazardous cargoes; and increasing the joint participation of both labor and management in the development of training programs.

Speaking for Crowley Maritime, Mr. McLean said he hoped the new

programs would "foster a new sense of professionalism" in the company's operations employees, and that the advanced training would "improve the safety experience" of Crowley crews, particularly in the areas of oil spill, contamination and personal injuries.

Frank Mongelli said that the school was equipped and ready to develop new programs which will meet these goals.

All of Crowley Maritime's tow and barge crews will participate in the advanced training program. The first group from both the Gulf and the Long Beach areas will arrive at SHLSS in Piney Point in October to begin their upgrading training.

In addition to Mr. McLean, the Crowley Maritime participants at this training planning meeting were Richard Brenner, Vice President for Personnel; James Lowe, Vice President for Marine Operations; Randy Collar, Vice President for Long Beach Marine Operations; Bob McIntyre, Cargo Operations Manager, and Cliff Foss, Bulk Petroleum Operations Director.

With SHLSS Vice President Frank Mongelli were Mike Sacco, SIU Vice President for the Lakes and Inland Waters; John Mason, SHLSS Vocational Education Director; Jacqueline Knoetgen, SHLSS Academic Director; Dale Rausch, SHLSS Tankerman and Towboat Instructor; Carl Peth, Piney Point SIU Port Agent; Ken Conklin, SHLSS Commandant; and Chuck Svenson, Publications, A/V and Video Director.



SHLSS administrative and educational staff members meet with Crowley Maritime officials to map out a new joint program for advanced tanker training.

Diesel Class Offers OJT In Repair, Maintenance

If you're serious about marine diesel engine repair and maintenance, then SHLSS is the place for you.

A concentrated four-week course will familiarize you with high and low speed diesel engine operations. The course features both classroom

and practical training in the school's machine shop and aboard several of the school's diesel-powered vessels.

You will learn about the construction and principles of operation of various diesel engines. You will become familiar with fuel, lubrication

and exhaust systems. You will gain hands-on experience in the use of various gauges, meters and instruments used on diesel engines, and in the operation and maintenance of diesel engine plant auxiliary systems.

In the shop, you will do a complete

breakdown and overhaul of operating diesel engines and auxiliary equipment.

And when you complete the course, you will have the confidence of knowing your job better, and you will be protecting your job security.

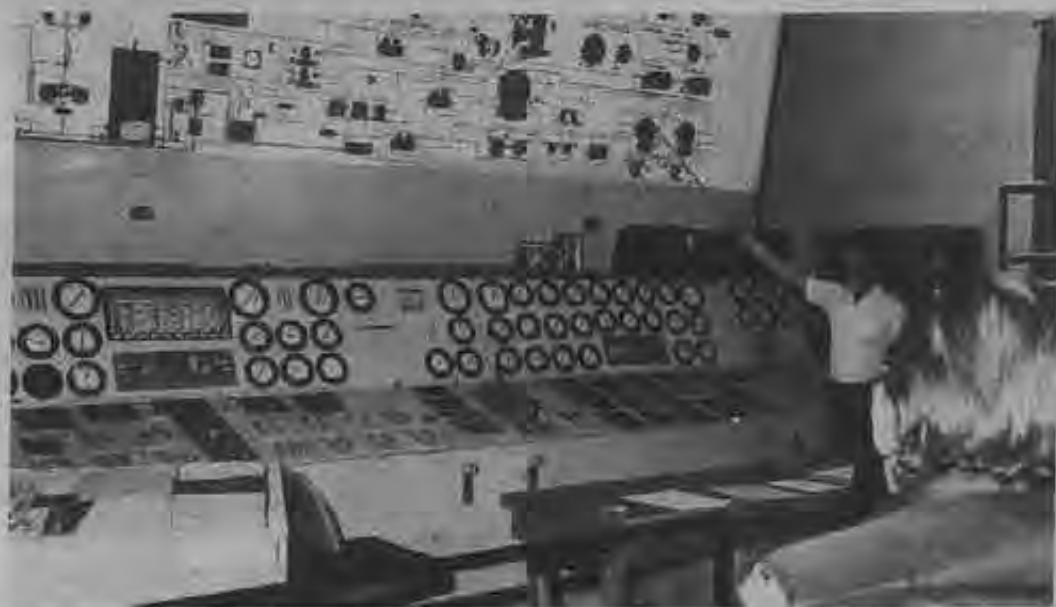


Seafarer John Tanner of Norfolk measures the inner bore of a cylinder sleeve during one of the machine shop sessions of the Diesel Engine course.



Seafarer David Terry cleans a connecting rod after disassembling an engine as part of the on-the-job training for the Diesel Engine course. Terry ships out of the Port of Jacksonville.

Automation Course Helps SIU Keep Pace With Technology



SHLSS instructor Calvin Williams traces the water-feed system for his class on Automation. The Automated Console Simulator, which is used in program problems in the water-feed and steam cycle systems, was designed and built at SHLSS.



Seafarer Michael Gilbo, of Seattle, works with SHLSS Instructor Calvin Williams (in back) on the control panel of the Automation Simulator at SHLSS.

KEEPING pace with advancing marine technology, and anticipating the needs of the maritime industry are basic considerations in the planning and implementation of vocational education programs at the SHLSS.

One of these programs is the

Automation course which offers qualified Seafarers an opportunity to become thoroughly familiar with modern engine room consoles, and the automated control of steam and water cycles.

Seafarers who hold a QMED Any Rating endorsement, or equivalent

inland experience, can apply for enrollment in the course.

Both classroom and practical training on a full-scale simulator of an automated engine room console are included in the four-week course.

Included in the course of instruc-

tion are the operation and control of automated boiler equipment; systems analysis and the operation of remote controls for all components in the steam and water cycles for the main and auxiliary condensate systems, as well as other associated engine room equipment.

1st Class Pilot Course Covers Ship Handling, Navigation

THE First Class Pilot course at the SHLSS provides upgrading

Boatmen with a thorough grounding in all aspects of harbor piloting, ship

handling and navigation.

Instruction includes both class-

room work and practical training aboard vessels in the SHLSS fleet. Course covers the following areas of instruction: inland rules of the road, pilot rules applicable to the route or harbor for which the pilot license is being applied, local knowledge of winds, weather, tides and currents, celestial and chart navigation, ship handling, and aids to navigation.

The vocational teaching staff at SHLSS is highly experienced, and all of the instructors are qualified to provide the best instruction possible.



Seafarer Harold Eady of Houston, works out a position problem.



Philip Tambon from New York, and John Sparks of Baltimore, team up to work on a celestial navigation problem.



Seafarers John Adams from New York, left, and LeRoy Stoutinberg from Norfolk work together in solving a celestial navigation plotting problem.

40 Years Later, Seafarer Lopez Earns HS Diploma

IT was in 1942 that Seafarer Gerardo Lopez dropped out of school, frustrated at a public school system that couldn't take the time to give that little extra encouragement that can make the difference.

And now, 40 years later, with the help and encouragement of the academic staff at SHLSS, Seafarer Lopez has achieved a High School Diploma.

Why did he come back after all this time to complete that part of his education? Brother Lopez answers very simply: "I came for personal fulfillment."



Seafarer Gerardo Lopez takes his studies seriously as he prepares for his high school equivalency exam.

What he found here was very different from what he remembered of his earlier school experience. "My Union showed that someone really cared about the kind of education I could have, and the teachers took the time to give me the help I needed to succeed," Brother Lopez said.

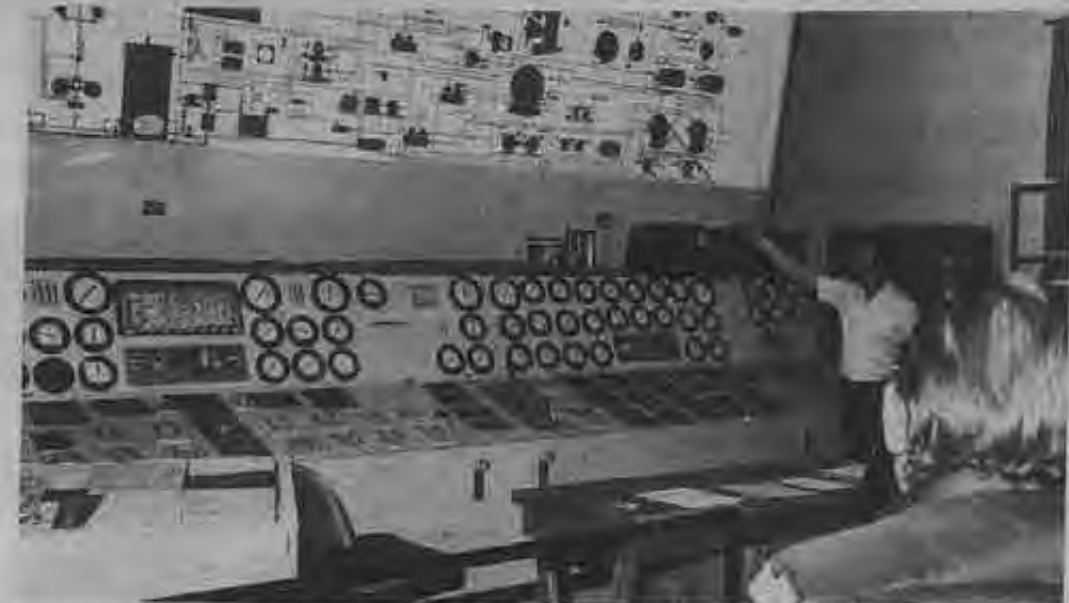
He wants to continue his education "to improve my skills and to learn more math and English." The programs to do this are all available at SHLSS to Brother Lopez—and to any other Seafarer or Boatman who wants to improve himself and the quality of his life.

"Svanen" Calls at SHLSS On Way to Tall Ships Parade



The full-rigged barquentine Svanen dropped anchor at SHLSS recently on her way to take part in a parade of the Tall Ships which was scheduled to gather June 18 to celebrate Philadelphia's Tricentennial. The Svanen is registered in Great Britain and sails out of British Columbia. Under the command of Captain Douglas Havers, the ship is crewed by three professional seafarers, including Captain Havers' wife Margaret, and 16 Royal Canadian Sea Cadets.

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AB Upgraders Learn Thru Practical Training



Painting is still basic to the ship maintenance skills of Able Bodied Seamen, and this skill is practiced by students during their on-the-job training at SHLSS. Here, Seafarers Jeff Davis, from Algonac; Harry Forte, Seattle, and Ted Bush of New Orleans, spruce up the newly-acquired motor vessel which has joined the SHLSS training fleet.

BOTH classroom and on-the-job training are preparing qualified Seafarers for upgrading to Able Bodied Seaman. The training takes place at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

The course of instruction includes advanced deck seamanship, rules

of the road, wheel commands, use of both the magnetic and gyro compasses, both wire and rope splicing, knots, rigging, firefighting, safety and first aid.

The four-week course is taught by qualified instructors, and stresses the practical aspects of seamanship training. Candidates must have one year seafaring on deck, and must meet minimum Coast Guard physical requirements.



Seafarer Pete Ryerson, left, from the Port of New York, and Sam Reed from Mobile apply a fresh coat of paint to one of the spare anchors aboard the M/V Telex in Piney Point.



Three upgrading Seafarers refine their painting skills in on-the-job training during their course for Able Bodied Seaman at SHLSS. From left around the anchor windlass are Marissa Stevens, from San Francisco, Kevin Sullivan and John Caswell, both from New York.

Towboat Operators Scholarship Grads



Two recent graduates of the Towboat Operators Scholarship Program proudly display their newly-acquired licenses in this photo in front of the Paul Hall Library and Maritime Museum at SHLSS. At left is Paul Iacono, and at right is Steven Sears. Iacono works for American Towing out of Philadelphia, while Sears works with Crowley Maritime out of Jacksonville. The scholarship program is sponsored by the Transportation Institute of Washington, D.C.

Earn Towboat Operators Licenses

Four more SIU Boatmen also achieved Towboat Operator licenses after completing training at the Seafarers Harry Lundeberg School of Seamanship.

Doug Brown who works for Marine Contracting out of Jacksonville received an Inland Operator license.

Gary Nichols who works for

SONAT Marine out of Norfolk, and Wayne Murphy who works for G&H Towing out of Houston achieved 200 Gross Ton Oceans—200 Mile licenses.

Scott Trester who works for Crowley Maritime out of Jacksonville earned a license as Second Class Ocean Operator—200 Miles.

SHLSS Begins Videotape System As Aid to Educational Program



SHLSS has launched a new program using videotapes to make the school's educational courses more effective, and to help Seafarers and Boatmen to upgrade their job skills. The school has installed a modern television recording studio, and is now in the process of videotaping introductory and refresher tapes for use by SIU members at the school, in SIU union halls, and aboard the ships and towboats of SIU-contracted companies. Here, John Mason, right, SHLSS Director of Vocational Education, watches a finished tape on the studio monitor with Mike Wilson, who manages the SHLSS video production system.



Upgrading Course Schedule Through December 1982



Programs Geared to Improve Job Skills And Promote U.S. Maritime Industry

Course schedules for the remainder of 1982 are announced by the Seafarers Harry Lundeberg School of Seamanship. Once again, the course offerings are designed to upgrade the skills of SIU Seafarers and Boatmen, and to promote America's maritime industry by providing it with the best trained and most highly skilled workers in the maritime world.

For convenience of the membership, the course schedule is separated into four categories: **engine department** courses; **deck department** courses (*inland waters*); **deck department** courses (*deep sea*); and **steward department** courses.

The starting and completion dates for all courses are also listed.

Inland Boatmen and deep sea Seafarers who are preparing to upgrade are advised to enroll in the courses of their choice **as early as possible**. Although every effort will be made to help every member, classes will be necessarily limited in size—so sign up early.

Class schedules may be changed to reflect membership demands.

SIU Field Representatives in all ports will assist members in preparing applications.

Engine Department Courses

Course	Check-in Date	Completion Date	Length of Course
Marine Electrical Maintenance	July 19	Sept. 9	8 weeks
	October 25	Dec. 16	8 weeks
Marine Electronics	Sept. 13	October 21	6 weeks
Automation	August 30	Sept. 23	4 weeks
	Nov. 8	Dec. 2	4 weeks
Pumproom Maintenance & Operations	July 19	August 26	6 weeks
	Sept. 27	Nov. 4	6 weeks
Refrigeration Systems Maintenance and Operations	October 25	Dec. 2	6 weeks
Basic Welding	Sept. 27	October 21	4 weeks
	October 25	Nov. 18	4 weeks
	Nov. 22	Dec. 16	4 weeks
QMED—Any Rating	Sept. 27	Dec. 16	12 weeks
Third Assistant Engineer	August 16	October 14	10 weeks
Diesel—Regular	Sept. 27	October 21	4 weeks
	October 25	Nov. 18	4 weeks
	Nov. 22	Dec. 16	4 weeks

Inland Deck Department Courses

Towboat Operator Scholarship	*Oct. 25	Dec. 10	7 weeks
Celestial Navigation	August 9	Sept. 16	6 weeks
	*Sept. 13	Oct. 22	6 weeks
Inspected Towing Vessel	July 19	Sept. 3	7 weeks
Tankerman	Sept. 13	Sept. 23	2 weeks
	Nov. 8	Nov. 18	2 weeks

*Note change of starting dates

Deep Sea Deck Department Courses

Course	Check-in Date	Completion Date	Length of Course
Lifeboatman	August 2	August 12	2 weeks
	October 25	Nov. 4	2 weeks
Able Seaman	Nov. 8	Dec. 16	6 weeks
Quartermaster	July 5	August 12	6 weeks
Third Mate	August 9	Sept. 24	7 weeks
	October 12	Nov. 26	7 weeks
Third Mate/Celestial Navigation *(10)	July 19	August 6	3 weeks
	Sept. 20	October 8	3 weeks
	Nov. 22	Dec. 17	3 weeks

Steward Department Courses

Assistant Cook	open-ended
Cook and Baker	open-ended
Chief Cook	open-ended
Chief Steward	open-ended
Towboat Cook	open-ended

Florida AFL-CIO President Visits SHLSS



Dan Miller, center, president of the Florida AFL-CIO, came to Piney Point last month for a two-day visit at SHLSS. He saw the many educational opportunities offered at the school. He also visited the SIU Alcoholic Rehabilitation Center. SHLSS Vice President Frank Mongelli, left, and SHLSS Vocational Education Director John Mason helped give Brother Miller the tour.



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Apply Now for an SHLSS Upgrading Course

(Please Print) Seafarers Harry Lundeberg School of Seamanship (Please Print)
Upgrading Application

Name (Last) (First) (Middle) Date of Birth (Mo./Day/Year)

Address (Street)

(City) (State) (Zip Code) Telephone (Area Code)

Deep Sea Member Inland Waters Member Lakes Member

Book Number Seniority

Date Book Was Issued Port Issued Port Presently Registered In

Social Security # Endorsement(s) or License Now Held

Piney Point Graduate: Yes No (if yes, fill in below)

Entry Program: From (dates attended) to (dates attended)

Upgrading Program: From (dates attended) to (dates attended) Endorsement(s) or License Received

Do you hold a letter of completion for Lifeboat: Yes No Firefighting: Yes No CPR: Yes No

Dates Available for Training

I am interested in the following course(s)

DECK <input type="checkbox"/> Tankerman <input type="checkbox"/> AB Unlimited <input type="checkbox"/> AB Limited <input type="checkbox"/> AB Special <input type="checkbox"/> Quartermaster <input type="checkbox"/> Towboat Operator Inland <input type="checkbox"/> Towboat Operator Not More Than 200 Miles <input type="checkbox"/> Towboat Operator (Over 200 Miles) <input type="checkbox"/> Celestial Navigation <input type="checkbox"/> Master Inspected Towing Vessel <input type="checkbox"/> Mate Inspected Towing Vessel <input type="checkbox"/> 1st Class Pilot <input type="checkbox"/> Third Mate Celestial Navigation <input type="checkbox"/> Third Mate	ENGINE <input type="checkbox"/> FOWT <input type="checkbox"/> QMED - Any Rating <input type="checkbox"/> Marine Electronics <input type="checkbox"/> Marine Electrical Maintenance <input type="checkbox"/> Pumproom Maintenance and Operation <input type="checkbox"/> Automation <input type="checkbox"/> Maintenance of Shipboard Refrigeration Systems <input type="checkbox"/> Diesel Engines <input type="checkbox"/> Assistant Engineer (Uninspected Motor Vessel) <input type="checkbox"/> Chief Engineer (Uninspected Motor Vessel) <input type="checkbox"/> Third Asst. Engineer (Motor Inspected)	STEWARD <input type="checkbox"/> Assistant Cook <input type="checkbox"/> Cook & Baker <input type="checkbox"/> Chief Cook <input type="checkbox"/> Steward <input type="checkbox"/> Towboat Inland Cook ALL DEPARTMENTS <input type="checkbox"/> LNG <input type="checkbox"/> LNG Safety <input type="checkbox"/> Welding <input type="checkbox"/> Lifeboatman <input type="checkbox"/> Fire Fighting <input type="checkbox"/> Adult Basic Education
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No transportation will be paid unless you present original receipts upon arriving at the School.

RECORD OF EMPLOYMENT TIME — (Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE DATE

Please Print

RETURN COMPLETED APPLICATION TO:
Seafarers Lundeberg Upgrading Center
PINEY POINT, MD. 20674

British Merchant Marine Key in Falkland Dispute

WHEN Argentina first occupied the Falkland Islands, most journalists didn't take the incident seriously.

It soon became apparent, however, that the dispute was going to have important international ramifications, the extent of which are just becoming known.

Lately, there have been a number of stories in the newspapers quoting unnamed high ranking American officials who are comparing the Falkland Islands dispute to the Spanish Civil War of the 1930's.

In retrospect, the Spanish Civil War is seen as having been one of the decisive events in the early 20th Century. It was, in a very real sense, a dress rehearsal for World War II. Many of the weapons and fighting techniques used by both the Allied and Axis powers 10 years later were first tested in Spain.

Like the Spanish Civil War, the Falkland Islands dispute is being portrayed as a kind of testing ground. While the dispute is not yet over, it has already altered prevailing military wisdom. The first casualty of the British-Argentine conflict seems to have been the tendency of the Western democracies to expand their nuclear arsenal at the expense of their conventional forces.

During the Eisenhower Administration, a conscious decision was made by the West to rely upon nuclear weapons to safeguard its



The passenger liner QE2 was one of 49 merchant vessels used by Britain in the Falkland's dispute.

interests. The reasoning behind that decision was summed up in a famous quote by John Foster Dulles. Nuclear weapons, he said, offered "more bangs for the bucks."

However, the Falkland Islands dispute underscores what can happen to a country if that country relies solely upon its nuclear arsenal to defend its national interests.

In an interview with ABC newsman Ted Koppel, John Lemann, Secretary of the US Navy, admitted that the British made a serious tactical error when they decided to downgrade their conventional forces.

49 Merchant Ships

Another thing that the Falkland Islands dispute has underscored is

the importance of a private sector merchant marine.

The British flag Merchant Marine has been indispensable to the overall fighting effort. At great risk to themselves, British merchant seamen have given the British Air Force and Navy solid support.

As of this writing, 49 commercial merchant vessels have been used in the dispute. They have been drawn from every branch of the merchant marine, and have carried out a number of important functions.

- Three passenger liners, the most famous being the *Queen Elizabeth 2*, have been used to carry troops and to house makeshift hospital facilities.

- 21 tankers have stored fuel for the Navy and the Air Force.

- 6 ferries have carried troops and armored vehicles.

- 5 trawlers have been converted to mine sweepers.

- 4 tugs have been equipped with firefighting and salvage gear.

- 4 freighters, an oil rig, a cable ship, and a water tanker have been used in a variety of support functions.

The merchant vessel that has attracted the most attention in the dispute, however, has been the *Atlantic Conveyor*, one of three container ships that have been used to house spare parts and to support the Royal Air Force.

The *Atlantic Conveyor* was the first merchant vessel in the dispute to be sunk.

Before she was hit and abandoned, the *Atlantic Conveyor* had carried out her primary mission of carrying 20 Royal Air Force Harriers to the South Atlantic to reinforce the fleet.

Unlike the United States, the British have a long history of actively supporting their merchant marine. Cargo preference laws in that country date back to 1377, when Richard II persuaded Parliament to pass a law whose stated aim was "to increase the shipping of England, of late much diminishing."

Hopefully, the Reagan Administration has been taking notes on the importance of a viable merchant marine to U.S. defense and logistic support.

Viet Refugee Never Forgot Young Seaman's Kindness, Help

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Hutton and the rest of the ship's deck gang helped the 34 refugees, one a pregnant woman, aboard. The 'boat people' relayed to the SIU crew that they were out of water and had been floating aimlessly for seven days. Many ships passed them by, until the *Beaver State* rescued them from their plight.

These particular refugees, like so many of the more than 1,500 Vietnamese people saved from certain death by American seaman since the fall of South Vietnam to Hanoi, were treated with kindness. They were fed and clothed and simply given the respect due fellow human beings.

One of the 34 rescued by the crew of the *Beaver State* was a young man named Tan Thanh Luong. The pregnant woman was his wife, as were three of the children on the little boat. His brother

and nephew were also on the boat.

After being rescued, the family spent five months in the Singapore refugee camps and five more in a camp in Indonesia for processing of papers before coming to the United States. They now live in Wichita Falls, Texas trying to make a living and a new life.

But Tan Thanh Luong never forgot Glen Hutton or the crew of the *Beaver State*. In fact, when he got to the States he tracked Glen down by mail and sent him a "thank you letter" and a picture of his family.

Tan's letter begins: "Are you surprised Mr. Glen Hutton? I am Tan Thanh Luong, one of the 34 Vietnamese people rescued by your ship. We still remember that you are the one to first discover our boat. We never forgot your favor."

Tan's letter went on to say that his wife had a baby boy and that his children had "to grow up fast" in the refugee camps. He also said that most of the refugees saved by

the *Beaver State* found their way to the U.S.

Tan ended his letter by saying, "my wife and I are looking for a job and learning more English. We will have to work hard because we have a lot of children. But we like the U.S. and want to have a good

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Brother Hutton said he was glad to get the letter. "It makes me feel good to know that the people we saved are happy and doing well," he said. "I might even surprise Tan some day and drop by to see him if I'm ever in his area."



Tan Thanh Luong, holding baby, and his family were rescued by the *Beaver State* a year ago. They fled Vietnam in a small boat and were plucked from certain death a week later. Tan and his family now live in the U.S.

British Merchant Marine Key in Falkland Dispute

WHEN Argentina first occupied the Falkland Islands, most journalists didn't take the incident seriously.

It soon became apparent, however, that the dispute was going to have important international ramifications, the extent of which are just becoming known.

Lately, there have been a number of stories in the newspapers quoting unnamed high ranking American officials who are comparing the Falkland Islands dispute to the Spanish Civil War of the 1930's.

In retrospect, the Spanish Civil War is seen as having been one of the decisive events in the early 20th Century. It was, in a very real sense, a dress rehearsal for World War II. Many of the weapons and fighting techniques used by both the Allied and Axis powers 10 years later were first tested in Spain.

Like the Spanish Civil War, the Falkland Islands dispute is being portrayed as a kind of testing ground. While the dispute is not yet over, it has already altered prevailing military wisdom. The first casualty of the British-Argentine conflict seems to have been the tendency of the Western democracies to expand their nuclear arsenal at the expense of their conventional forces.

During the Eisenhower Administration, a conscious decision was made by the West to rely upon nuclear weapons to safeguard its



The passenger liner QE2 was one of 49 merchant vessels used by Britain in the Falkland's dispute.

interests. The reasoning behind that decision was summed up in a famous quote by John Foster Dulles. Nuclear weapons, he said, offered "more bangs for the bucks."

However, the Falkland Islands dispute underscores what can happen to a country if that country relies solely upon its nuclear arsenal to defend its national interests.

In an interview with ABC newsman Ted Koppel, John Leman, Secretary of the US Navy, admitted that the British made a serious tactical error when they decided to downgrade their conventional forces.

49 Merchant Ships

Another thing that the Falkland Islands dispute has underscored is

the importance of a private sector merchant marine.

The British flag Merchant Marine has been indispensable to the overall fighting effort. At great risk to themselves, British merchant seamen have given the British Air Force and Navy solid support.

As of this writing, 49 commercial merchant vessels have been used in the dispute. They have been drawn from every branch of the merchant marine, and have carried out a number of important functions.

- Three passenger liners, the most famous being the *Queen Elizabeth 2*, have been used to carry troops and to house makeshift hospital facilities.

- 21 tankers have stored fuel for the Navy and the Air Force.

- 6 ferries have carried troops and armored vehicles.

- 5 trawlers have been converted to mine sweepers.

- 4 tugs have been equipped with firefighting and salvage gear.

- 4 freighters, an oil rig, a cable ship, and a water tanker have been used in a variety of support functions.

The merchant vessel that has attracted the most attention in the dispute, however, has been the *Atlantic Conveyor*, one of three container ships that have been used to house spare parts and to support the Royal Air Force.

The *Atlantic Conveyor* was the first merchant vessel in the dispute to be sunk.

Before she was hit and abandoned, the *Atlantic Conveyor* had carried out her primary mission of carrying 20 Royal Air Force Harriers to the South Atlantic to reinforce the fleet.

Unlike the United States, the British have a long history of actively supporting their merchant marine. Cargo preference laws in that country date back to 1377, when Richard II persuaded Parliament to pass a law whose stated aim was "to increase the shipping of England, of late much diminishing."

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Aloha SS Constitution!

Honolulu, Hawaii—Champagne corks popped and bands played as hundreds of passengers and well-wishers filled the deck of the SIU-contracted *S.S. Constitution* to welcome her back to the U.S.-flag passenger ship trade.

The day-long festivities at the *Constitution's* Pier #10 berth in Honolulu were held to celebrate her June 6 inaugural voyage around the Hawaiian Islands and to mark the true renaissance of a U.S. passenger ship industry.

The *Constitution* joins her sistership the *S.S. Independence* (formerly the *Oceanic Independence*) on weekly, seven-day swings around the Hawaiian Islands. Making Sunday night departures the gleaming, newly-refurbished *Constitution* calls at Oahu and Nawiliwili on Kauai; Kona and Hilo on Hawaii and Kahului, Maui—the same ports in reverse order as the *Independence's* itinerary.

As the flagship of the newly-revitalized American passenger fleet, the *Independence* will again be blazing new trails late this summer as she begins two test runs from the U.S. West Coast to the Hawaiian Islands.

If the West Coast runs are successful, and if an SIU-backed bill is passed by Congress—to allow tax deductions for conventions held on U.S. cruise ships making North American ports-of-call—a bright future for the re-born passenger ship industry is practically guaranteed.

For the SIU, the re-flagging of the *S.S. Constitution* and the return of the *Independence* to U.S.-flag passenger service two years ago has meant close to 650 unlicensed jobs for the SIU.

Trained at SHLSS

In addition, American-flag cruise service around the Hawaiian Islands means increased shoreside employment and revenues for both Hawaii and the U.S. Treasury.

Prior to the *Constitution's* maiden run, the SIU crew was brought to the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md., like the *Independence* crew before them, for intensive training courses.

The bartending staff learned how to shake-up the exotic cocktails that are a daily cruise feature. The galley crew practiced their culinary skills and the hotel staff and room stewards got on-the-job training at the SHLSS motel. All crewmembers also received lifeboat and fire-



Welcome Aboard

fighting training. The hard work of the SIU crew ensures a pampered luxury cruise for a maximum 800 passengers aboard the *Constitution*. (The *Independence* has a 750 person capacity.)

Both ships were built at the Bethlehem Steel Shipyard, Quincy, Mass., in 1951 and were the pride of the U.S.-flag passenger fleet, making trans-Atlantic crossings up until the mid-1970's. In 1974, the *Constitution* was sold at bankruptcy to a Liberian corporation, transferred to the Panamanian flag and towed to Hong Kong where she was laid up until early last year.

The *Constitution* and the *Independence* are each 682 feet long, 89 feet wide and travel at a speed of 17 knots.

Enabling legislation to re-document the *S.S. Constitution* "as a vessel of the United States entitled to engage in the coastwise trade" was introduced in the House on June 3, 1981—practically a year to the day before the *Constitution's* inaugural trip. Legislation was required to re-document the liner because U.S. law precludes foreign-owned, foreign-registered vessels from entering the U.S. coastwise trade.

The SIU worked hard for passage of the legislation, believing that the success of the *S.S. Independence* had proved a U.S. passenger ship revival was an achievable goal. Hard work by the Union and other supporters paid off and, after near unanimous passage in both the House and the Senate, the bill to

re-document the *Constitution* under the laws of the United States was signed by President Reagan on March 2.

At re-christening ceremonies in Taiwan on Apr. 20, Princess Grace of Monaco did the honors for the ship that had carried her "to my marriage and new life in the Principality of Monaco," 26 years ago. With her husband Prince Rainier at her side, the former American actress Grace Kelly hoisted a bottle of champagne saying "now this great ship will link up the Hawaii Islands. May she sail in peace, safety and prosperity and may God bless all who sail her."

The *Constitution*, which has nine passenger decks, is fitted-up with four bars, two cocktail lounges, two restaurants, a nightclub, disco, movie theatre, health spa, gym, two swimming pools and a recreation area, among other features.

At each port-of-call, a variety of optional shore excursions are available to passengers through the SIU cruise staff. A tour of Volcanoes National Park on Hilo; a stroll around the lush "Garden Island" Kauai, where the movie "South Pacific" was filmed, or deep-sea fishing off Hawaii's Kona coast are some of the outings available to *Constitution* passengers.



SIU crewmembers and friends on the *SS Independence* welcome their brothers and sisters of the *SS Constitution*.



The beautiful flagships of the SIU fleet docked together in Honolulu. The SS Constitution, left, and the SS Independence, right.



AB George Tricklor, in boat, and Lee McClusky, cabin steward, during lifeboat drill.



The SIU deck department washes down the Constitution's upper deck.



SIU Vice President Mike Sacco, right, squares away a question in the engine room with oiler Steve Roznowski, center, and Bill Johnston, 1st asst. eng.



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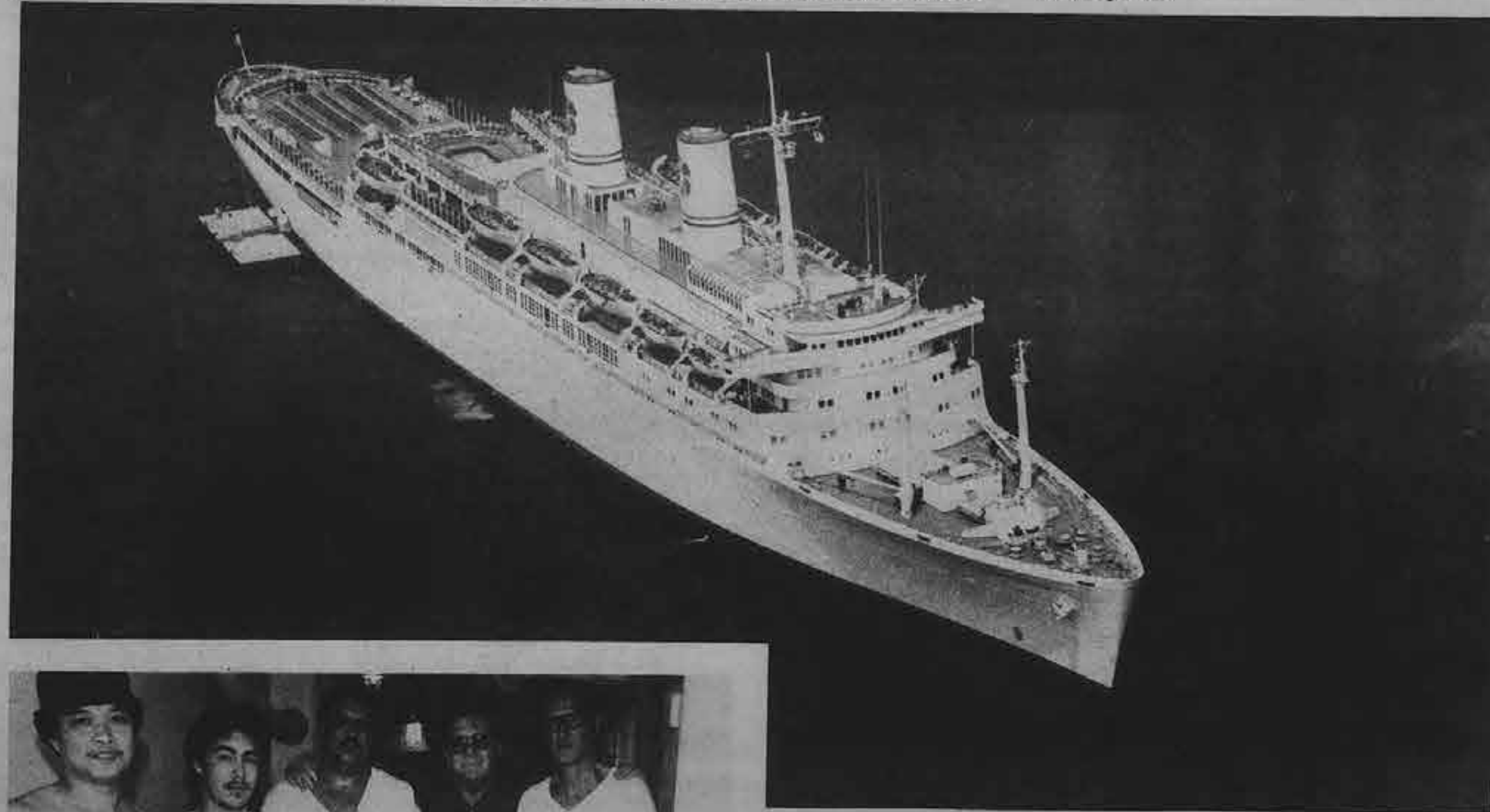
SIU Vice President Mike Sacco, right, squares away a question in the engine room with oiler Steve Roznowski, center, and Bill Johnston, 1st asst. eng.



With the SS Independence in the background, SIU and company officials and a U.S. Senator gather on the fantail of the SS Constitution. From left are Kevin Thatcher, SIU patrolman, Honolulu; Sam Nazario, hotel manager, SS Constitution; Pete Bianci, vice president, American Hawaii cruises; Mike Sacco, SIU vice president; Sen. Spark Matsunaga, (D-Hawaii); Bob Suan, American Global Lines; George McCartney, SIU vice president; American Hawaii Cruise President Dave Stolmeyer; Emil Lee, SIU Honolulu agent, and a legal counsel at the far right.



The beautiful SS Constitution with majestic Kona, Hawaii in background.



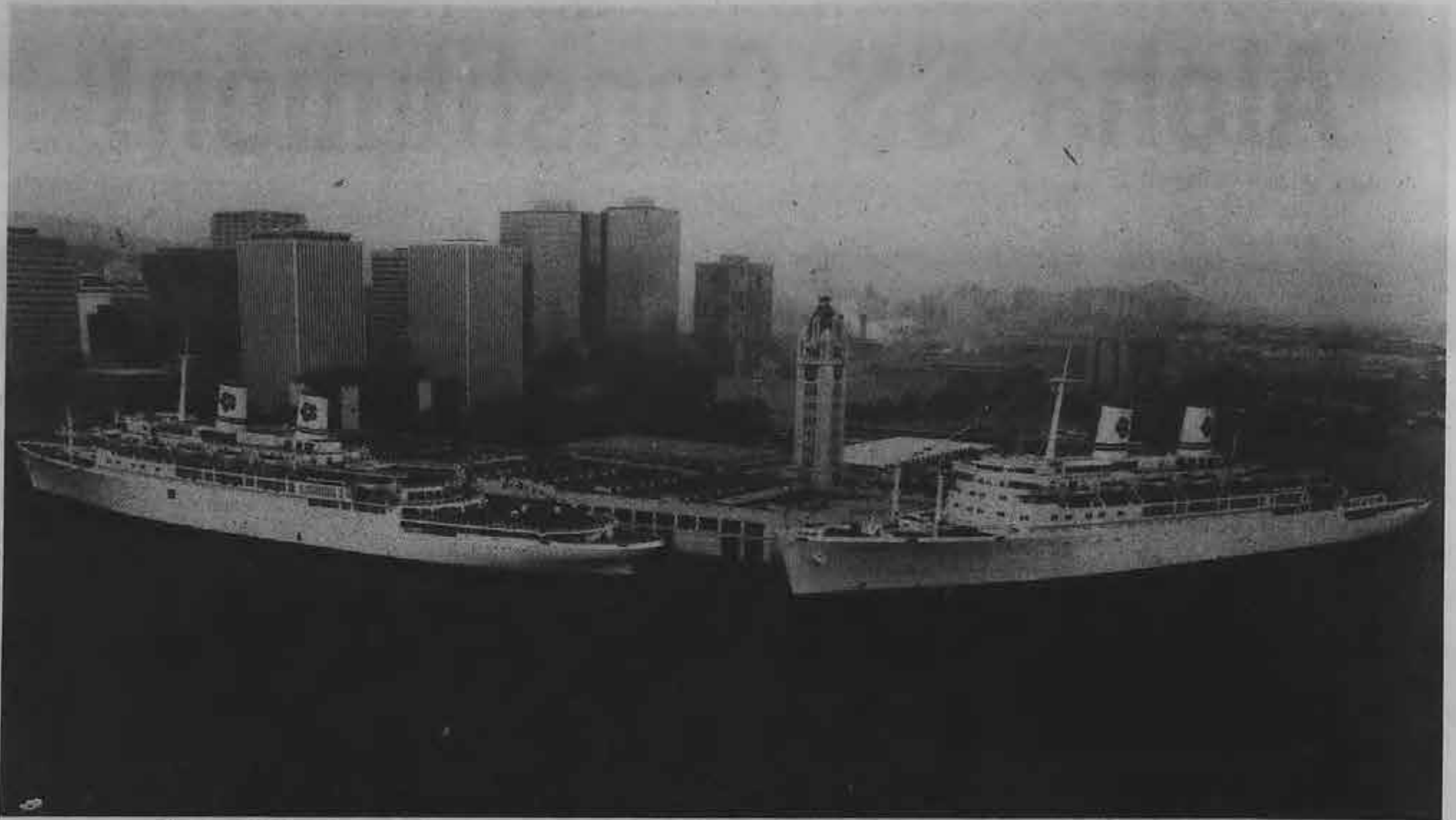
An aerial of the gorgeous lady at sea.



SIU Honolulu agent Emil Lee, rear second from the right, gathers with the SS Constitution laundry crew, including Chan Gin Lum, Luis Villina, Dwayne Sasaki, Don Morton, Bill Holbron, Larry Allaya, Delwood Danley and Him Doy Leong.



Sen. Daniel Inouye (D-Hawaii), second from left, was a major political factor in getting the SS Constitution back in service. He is shown here with, from left: David Stolmeyer, president, American Hawaii Cruises; SIU Vice President George McCartney, and Honolulu Port Agent Emil Lee.



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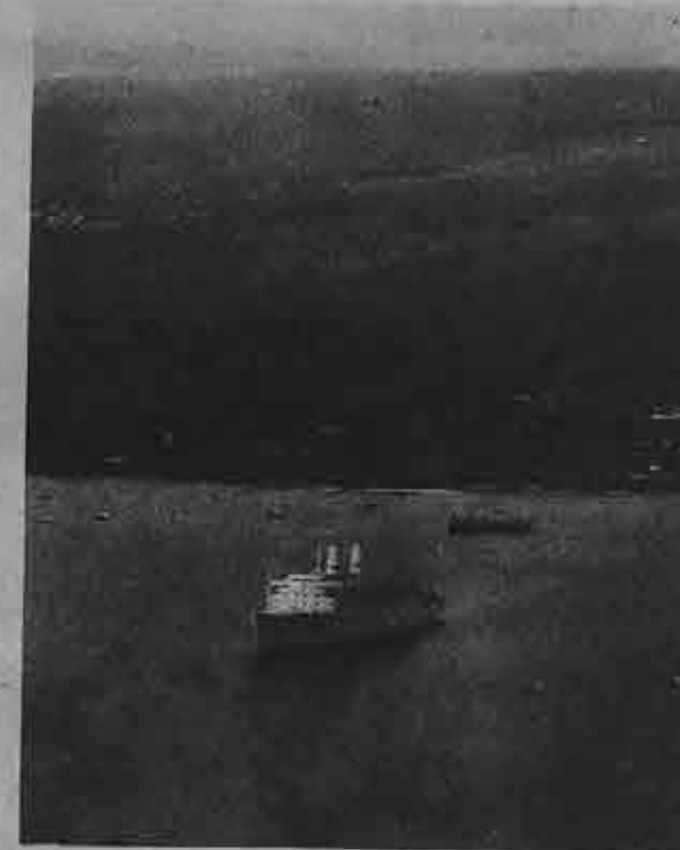
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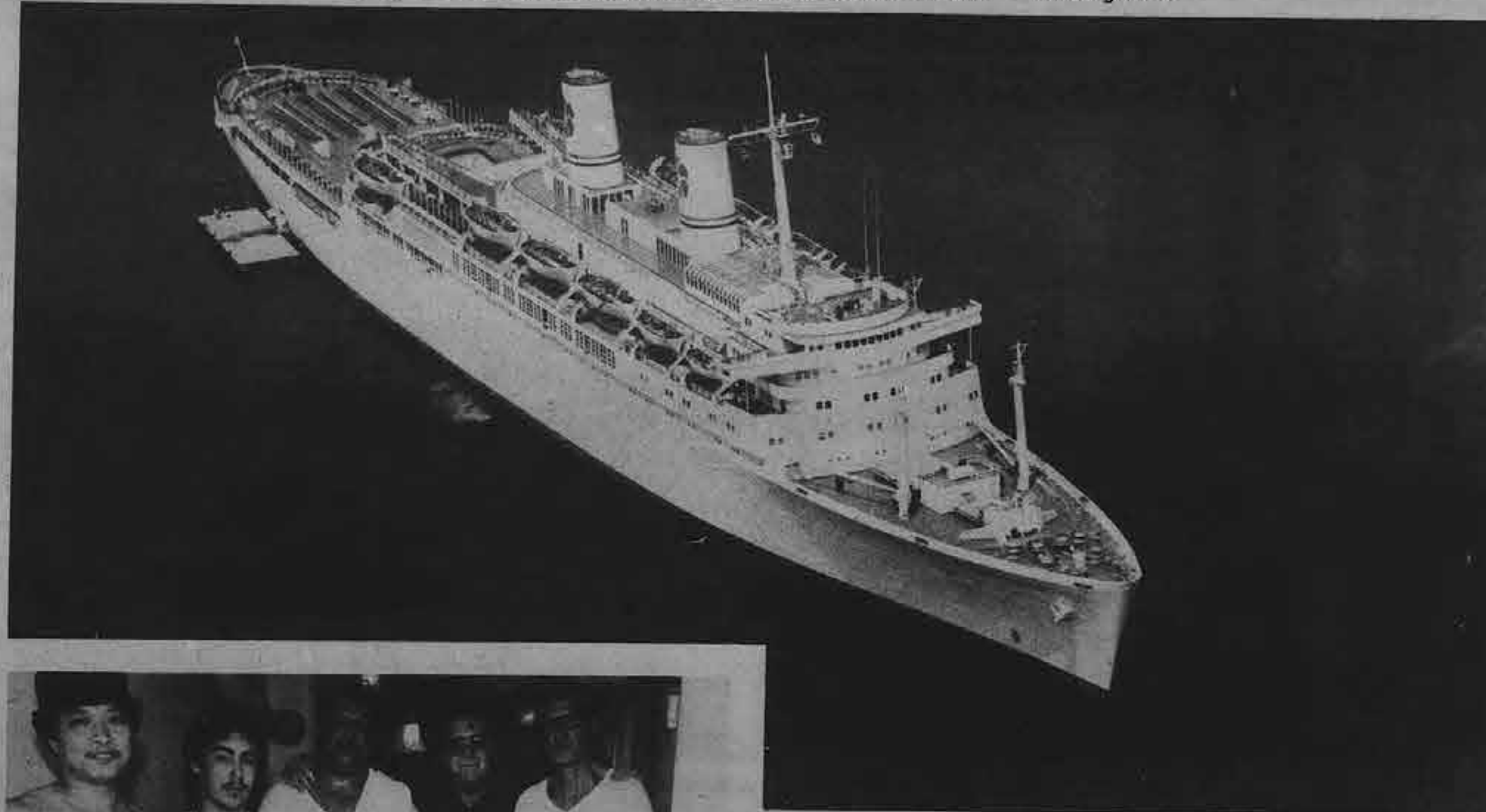
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A bevy of beauties in the Tropicana Lounge. Deck/Lounge Stewardesses, from left to right are: Bernie Noe, Dee Schug, Peggy Montgomery, Sandra Ikeda, Cyndy Beckley and Kathy Annoye. Bringing up the rear—Jeff Uhler, bartender (left) and Head Bartender Erick Dol.



The Constitution's cruise directors work hard so passengers don't have to work at all! Here, left to right are Assistant Cruise Directors Paul Browne and Leimani Buchanan and Cruise Director Scott Johnston.



Feeding hundreds of passengers four times daily takes a lot of coordination by the galley staff, headed up by Executive Chef Gustav Paulsen.

Aloha SS CONSTITUTION! WELCOME ABOARD



Tunes crooned by the Constitution's Showtime at Sea cast, including Steven Mathews, Patti Farmer, Jaqueline Reilly and Tim Ewing.



Framed by palm fronds the beautiful cruise ship S.S. Constitution, moored off Kona.



A lot of work goes into the Hawaiian-style buffet aboard the Constitution—from the preparation by the SIU steward department to serving up the fancy fixings by stewardesses like Cyndy Beckley.



Hotel yeomanette Suzanne Vance.



A flower bedecked Kathy Annoye, deck/lounge stewardess, serves an endless array of desserts.

MAHALO HAWAII



Waitress Jeri Watson returns a load of dirty dishes to the galley.



The junior assistant purser aboard the Constitution is Janice Matsushima.



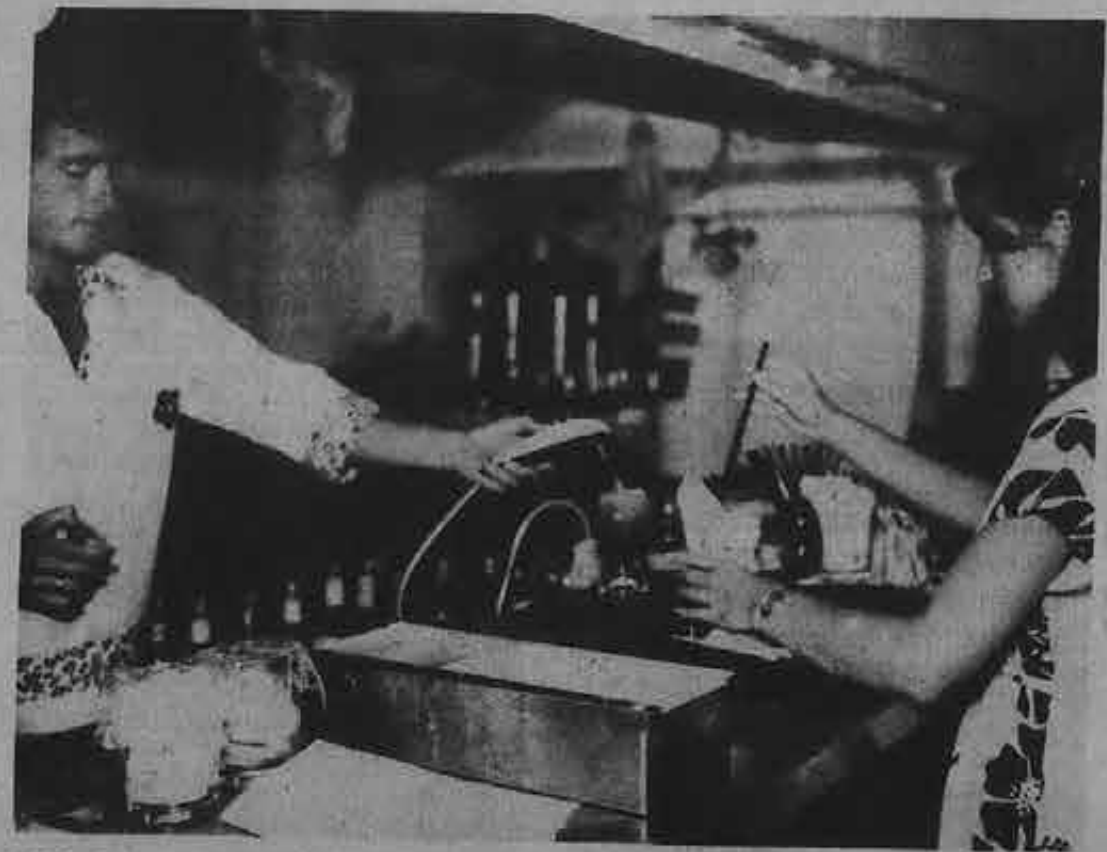
At the *Constitution's* "Beachcomber Bar," Bartender Bill Calmette mixes 'em and Deck/Lounge Stewardess Lisa McKeague serves 'em up.



SIU Waiter Jason Masagatani makes sure everybody's happy at a table in the Hibiscus Dining Room.



Cabin Stewards Dino Ornellis (left) and Jim Hefflin.



Behind the service bar in the galley is Bartender Nick Denzer while Deck/Lounge Stewardess Jody Johnson prepares to serve a cocktail.



Waiter Pete Guerreiro serves up a buffet luncheon to a passenger on the deck of the *Constitution*.



When you enter the Hibiscus Dining Room you'll be greeted by the dining room staff of (l-r): Jose Romero, assistant head waiter; Aurelio Irenzie, wine steward; Stafford Decker, assistant head waiter and Albert Goerd, head waiter.



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Area Vice Presidents' Report

Great Lakes & Western Rivers, by V. P. Mike Sacco



The key to jobs in our industry is cargo. Without cargo, the boats don't move and shipping slows down. That's essentially the story right now on the Rivers and the Lakes. With the exception of grain, river cargo has slowed to a trickle. The movement of coal and oil, two major commodities for the towing industry, is way off. Consequently, a number of boats in our contracted River fleets are laid up. National Marine has three of their River boats laid up and four inactive in the Canal.

Heartland Transportation has two of their 11 boats idle, and Orgulf Transportation has three of six boats laid up but they are expected back out in July.

Orgulf is building two new 8,400 hp boats at St. Louis Shipyards. They are expected out by next November. Heartland has transferred one of their boats, the *Roy Dupree*, from the Canal to the River, so we experience no loss of jobs there.

Both the *Mississippi Queen* and *Delta Queen* steamboats are expecting excellent seasons this summer. The *Delta Queen* had a mishap at Mississippi River Lock and Dam 22 when strong currents drove her into the dam wall causing a 5 foot gash in her port side above the waterline. The *Delta Queen* is now back in service after missing only three weeks of work.

The Union's new Safety Program, which is being administered out of St. Louis by general safety director Bob Vahey, is working out well on both the Rivers and Lakes.

On the political front in the Rivers, the state of Missouri just passed a \$600 million transportation bond issue, \$90 million of which is being slated for improvements on the inland waterways. It will create 57,000 new jobs overall, and in general will be good for the towing industry.

The situation on the Great Lakes continues to be depressed, with nearly 50 percent of all U.S. flag Great Lake bulkers laid up. It will take a big economic recovery nationwide to pull the Great Lakes states, and the Lakes shipping industry out of the doldrums. In the meantime, the Union is doing everything possible to prevent further loss of jobs for our people.

Gulf Coast, by V. P. Joe Sacco



Activity in the Gulf is not what it should be at this time of year. We continue to be hit with the same economic problems facing so many industries in this country. For the deep sea membership, shipping has picked up in Houston. However, the tugboat industry is slow, with a number of SIU boats laid up in Houston. The SIU, here in the Gulf, along with the rest of the labor movement, is gearing up for the November elections. It's extremely important that labor backed candidates do well in November. This was the main theme of the recent Texas AFL-CIO executive board meeting in Austin which I attended. The voluntary donations of the SIU membership to SPAD have truly enabled the SIU to be an effective political force here in Texas, and throughout the country. A great deal of credit must go to the membership for their tremendous support of SPAD.

In New Orleans, shipping was good in the last month, but according to Agent Gerry Brown, there is still a "heavy beach" in New Orleans. New Orleans had 17 payoffs in the past month with 22 ships in transit. SIU reps there also serviced 17 tugs. Four ships are laid up in this port mainly due to the war in the Falklands. The Louisiana State AFL-CIO requested the SIU to pitch in and support labor's position on Workmen's Compensation, which we did. Also on June 7, Brother Brown testified before the House Subcommittee on Manpower and Housing, which held field hearings on safety in the offshore oil industry.

In Mobile, the SIU crewed up the first of six brand new CATUGs, the *Jacksonville*. We will be crewing up the second, the *Groton*, in late June. There are three Cove tankers laid up in Mobile.

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East Coast, by VP Leon Hall



The port of New York was very active in the past month. We kept busy with 32 payoffs, 13 sign-ons, and visits to 10 ships in transit. We also serviced three tugs and three barges coming through the port. Shipping was good in New York, with more than 200 jobs shipped in the month of May, 76 of them entry jobs. We are hoping that shipping picks up this summer as it normally does. However, the state of the nation's economy leaves a big question mark for the maritime industry, as with many other American industries.

In Norfolk, the SIU wrapped up, and the membership ratified, a new contract with Savannah Towing.

In Philadelphia, the brand new *John B. Waterman*, remains in the shipyard. The company has not been able to arrange a charter for the vessel. And at this time, there is no word on what the future of this vessel will be.

Marine Contracting and Towing of Charleston, S.C. has put two newly refurbished tugs into operation in the harbor. They are the *South Carolinian* and the *American*. The company is taking the *Admiral Dewey* out of service. But the two new additions to the fleet represent a net gain in jobs for SIU members in this port.

In Jacksonville, shipping is still below normal. Three Maritime Overseas tankers are laid up here. The *Manhattan Island*, a hopper dredge, recrewed last month and is working out of Moorehead City, N.C.

West Coast, by V. P. George McCartney



The West Coast has been very busy in the past month and some very positive things for the SIU have taken place in this area. The big breakthrough was the arrival of the *SS Constitution* in Hawaii for her inaugural cruise with a full SIU crew. She joins her sistership the *SS Independence* (which recently dropped *Oceanic* from her name) in the Hawaii passenger liner trade. The two vessels represent nearly 900 jobs for the SIU. (see more on the *Constitution* in this issue.)

In August, the *Independence* will break away from her regular 'around the islands' run in Hawaii for a market-testing run from the West Coast. The ship will run from Honolulu to Los Angeles, to San Francisco to Seattle and back to Hawaii. If the run proves successful, the company would certainly increase the frequency of what appears to be a very attractive cruise for passengers.

The *President Kennedy* (American President Lines) came out of layup for the first time in 15 months. And the *Lurline* (Matson) did likewise for the first time in 10 months. The only vessel laid up here now is the *Ro/Ro Matsonia*.

SIU volunteers contributed greatly to the success of the annual memorial cruise of the *SS Jeremiah O'Brien* during Maritime Day ceremonies here last month. SIU members painted the hull of the old *Liberty*, helped man the ship on her two cruises, and served coffee to 1,000 guests the first trip and 600 the second trip.

Shipping was good in Wilmington this past month. There were three payoffs in Wilmington, and SIU officials serviced each of the SIU's 32 pieces of inland equipment there, as well as the Star and Crescent Tourboats in San Diego. Wilmington Agent Mike Worley addressed the Navy League luncheon on May 21, 1982. And he has been nominated to the Board of Governors of the L.A./Long Beach Propeller Club. Labor in Southern Cal. is gearing up for the November elections with a carnival for the purpose of raising funds for COPE and to carry out a voter registration forum. The SIU, through our connections, has arranged for the use of an elephant for the day.

Shipping in Seattle was good last month, and the port was extremely busy with payoffs. In the first two weeks of June alone, the port had 18 payoffs. George Vukmir has been assigned as the new port agent in Seattle. SIU representative Steve Troy has been temporarily assigned to Seattle to help Brother Vukmir get settled in and acquainted with the routines in the port.



Directory of Ports

Frank Drozak, *President*
 Ed Turner, *Exec. vice president*
 Joe DiGiorgio, *secretary-treasurer*
 Leon Hall, *vice president*
 Angus "Red" Campbell, *vice president*
 Mike Sacco, *vice president*
 Joe Sacco, *vice president*
 George McCartney, *vice president*

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 520 St. Clair River Dr. 48001
 (313) 794-4988

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 1216 E. Baltimore St. 21202
 (301) 327-4900

CLEVELAND, Ohio
 1290 Old River Rd. 44113
 (216) 621-5450

COLUMBUS, Ohio
 2800 South High St.,
 P.O. Box 0770, 43207
 (614) 497-2446

DULUTH, Minn.
 705 Medical Arts Building 55802
 (218) 722-4110

GLOUCESTER, Mass.
 11 Rogers St. 01930
 (617) 283-1167

HONOLULU, Hawaii
 707 Alakea St. 96813
 (808) 537-5714

HOUSTON, Tex.
 1221 Pierce St. 77002
 (713) 659-5152

JACKSONVILLE, Fla.
 3315 Liberty St. 32206
 (904) 353-0987

JERSEY CITY, N.J.
 99 Montgomery St. 07302
 (201) 435-9424

MOBILE, Ala.
 1640 Dauphin Island Pkwy. 36605
 (205) 478-0916

NEW ORLEANS, La.
 630 Jackson Ave. 70130
 (504) 529-7546

NORFOLK, Va. 115 3 St. 23510
 (804) 622-1892

PADUCAH, Ky. . . . 225 S. 7 St. 42001
 (502) 443-2493

PHILADELPHIA, Pa.
 2604 S. 4 St. 19148
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 St. Mary's County 20674
 (301) 994-0010

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 350 Fremont St. 94105
 (415) 543-5855

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 1057 Fernandez, Juncos,
 Stop 20 00909
 (809) 725-6960

SEATTLE, Wash.
 2505 1 Ave. 98121
 (206) 623-4334

ST. LOUIS, Mo.
 4581 Gravois Ave. 63116
 (314) 752-6500

TOLEDO, Ohio
 935 Summit St. 43604
 (419) 248-3691

WILMINGTON, Calif.
 408 Avalon Blvd. 90744
 (213) 549-4000

Dispatchers Report for Deep Sea

MAY 1-29, 1982

Port	REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	3	3	1	2	2	0	8	12	1
New York	75	26	2	82	24	0	152	88	4
Philadelphia	10	3	0	4	3	0	13	11	0
Baltimore	13	7	2	8	1	0	27	10	2
Norfolk	14	11	0	16	13	0	15	14	0
Tampa	6	4	0	2	5	0	17	13	0
Mobile	22	3	0	5	1	0	43	8	0
New Orleans	54	24	3	50	19	0	125	49	5
Jacksonville	18	14	0	16	8	0	36	24	0
San Francisco	23	4	1	17	1	0	77	39	10
Wilmington	39	20	4	17	10	0	56	32	7
Seattle	25	9	2	24	9	0	61	25	8
Puerto Rico	12	3	1	13	6	1	16	2	0
Houston	37	20	1	38	21	0	82	30	4
Piney Point	1	4	0	1	17	0	1	4	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	352	155	17	295	140	1	729	361	41
ENGINE DEPARTMENT									
Boston	1	2	0	1	2	0	3	7	0
New York	66	19	0	53	20	0	159	56	0
Philadelphia	2	2	0	1	0	0	4	10	0
Baltimore	8	3	0	1	1	0	23	12	0
Norfolk	10	12	0	9	16	0	16	15	0
Tampa	3	1	1	2	0	0	17	11	3
Mobile	13	4	0	8	0	0	25	13	1
New Orleans	38	8	0	37	9	0	90	24	0
Jacksonville	12	8	0	17	14	0	31	12	0
San Francisco	19	11	1	20	7	0	57	33	8
Wilmington	9	13	0	5	2	0	21	18	6
Seattle	19	4	2	15	14	0	46	16	5
Puerto Rico	8	2	0	11	9	0	7	2	0
Houston	32	11	1	22	12	0	80	20	4
Piney Point	7	8	0	1	7	0	26	6	0
Yokohama	0	0	0	0	0	0	0	0	1
Totals	247	108	5	203	113	0	585	255	28
STEWARD DEPARTMENT									
Boston	1	0	0	1	3	0	1	3	0
New York	29	30	0	34	38	0	64	59	1
Philadelphia	2	2	0	3	1	0	2	4	0
Baltimore	4	2	0	0	2	0	14	5	0
Norfolk	9	5	0	7	11	0	11	9	1
Tampa	2	3	0	0	2	0	5	7	0
Mobile	11	0	0	2	0	0	26	1	0
New Orleans	26	2	0	12	13	0	59	12	0
Jacksonville	9	6	0	10	7	0	18	9	0
San Francisco	5	10	4	10	19	2	18	55	22
Wilmington	8	2	1	10	5	0	10	9	2
Seattle	16	3	3	19	16	0	27	8	7
Puerto Rico	5	0	0	5	7	0	5	2	0
Houston	18	10	1	20	14	0	42	11	1
Piney Point	0	0	0	0	20	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	145	75	9	133	158	2	302	194	34
ENTRY DEPARTMENT									
Boston	1	9	0				1	19	0
New York	24	94	20				33	260	62
Philadelphia	4	13	0				5	23	0
Baltimore	8	13	2				17	44	5
Norfolk	1	23	1				4	38	3
Tampa	1	5	0				2	32	2
Mobile	6	11	1				8	33	2
New Orleans	19	25	3				49	88	5
Jacksonville	4	23	0				13	52	2
San Francisco	3	35	20				16	126	117
Wilmington	5	26	8				7	49	36
Seattle	7	27	8				9	51	19
Puerto Rico	6	13	1				10	18	5
Houston	20	35	5				25	60	9
Piney Point	0	42	0				2	3	1
Yokohama	0	0	0				1	0	0
Totals	109	394	89				202	896	288
Totals All Departments	853	732	100	631	411	3	1,818	1,705	371

***Total Registered** means the number of men who actually registered for shipping at the port last month.
 ***Registered on the Beach** means the total number of men registered at the port at the end of last month.

Shipping in the month of May was down a bit from April. A total of 1,045 jobs was shipped in May to SIU contracted deep sea vessels. Of the 1,045 jobs shipped, 631 or about 60 percent were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. Shipping has been hurt by the nation's economic problems.



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	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
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New York	75	26	2	82	24	0	152	88	4
Philadelphia	10	7	0	4	3	0	13	11	0
Baltimore	13	7	0	8	7	0	27	10	0
Norfolk	14	11	0	16	13	0	15	14	0
Tampa	6	4	0	2	5	0	17	13	0
Mobile	22	3	0	5	1	0	43	8	0
New Orleans	54	24	3	50	19	0	125	49	0
Jacksonville	18	14	0	16	8	0	36	24	0
San Francisco	23	4	4	17	1	0	77	39	10
Wilmington	39	20	2	17	10	0	56	32	7
Seattle	25	9	2	24	9	0	61	25	0
Puerto Rico	12	3	1	13	6	1	16	2	0
Houston	37	20	1	38	21	0	82	30	4
Piney Point	1	4	0	1	17	0	1	4	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	352	155	17	295	140	1	729	361	41
ENGINE DEPARTMENT									
Boston	1	2	0	1	2	0	3	7	0
New York	66	19	0	53	20	0	159	56	0
Philadelphia	2	0	0	1	0	0	4	10	0
Baltimore	8	3	0	4	1	0	12	4	0
Norfolk	10	12	1	9	16	0	16	15	0
Tampa	13	4	0	2	0	0	17	11	0
Mobile	13	4	0	8	0	0	25	13	0
New Orleans	38	8	0	37	9	0	90	24	0
Jacksonville	19	11	0	20	7	0	31	12	0
San Francisco	19	13	0	15	2	0	57	33	0
Wilmington	19	4	2	15	14	0	21	18	6
Seattle	19	4	2	22	12	0	46	2	0
Puerto Rico	38	11	0	1	7	0	80	20	4
Houston	7	8	0	1	0	0	26	6	0
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	247	108	5	203	113	0	585	255	28
STEWARD DEPARTMENT									
Boston	1	0	0	1	3	0	1	3	0
New York	29	30	0	31	38	0	64	99	0
Philadelphia	4	2	0	3	0	0	2	4	0
Baltimore	4	2	0	0	7	1	14	5	0
Norfolk	9	3	0	0	2	0	11	9	0
Tampa	2	0	0	0	0	0	5	7	0
Mobile	11	0	0	2	0	0	26	1	0
New Orleans	26	6	0	12	13	0	59	12	0
Jacksonville	9	10	4	10	7	0	18	9	0
San Francisco	8	2	1	10	19	2	18	55	22
Wilmington	8	2	1	10	5	0	10	9	2
Seattle	16	3	0	19	16	0	27	8	0
Puerto Rico	5	0	0	5	7	0	7	2	0
Houston	18	10	1	20	14	0	42	11	1
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	148	75	9	133	158	2	302	194	34
ENTRY DEPARTMENT									
Boston	1	9	0	1	3	0	1	19	0
New York	24	94	20	33	260	0	33	260	62
Philadelphia	4	13	2	5	23	0	5	23	0
Baltimore	8	13	0	17	44	0	17	44	0
Norfolk	1	23	1	4	38	0	4	38	0
Tampa	1	5	0	2	32	0	2	32	0
Mobile	15	11	1	8	33	0	8	33	0
New Orleans	19	25	3	19	86	0	49	86	0
Jacksonville	4	23	0	13	52	0	13	52	0
San Francisco	3	35	0	16	126	0	16	126	117
Wilmington	5	25	3	8	45	0	7	45	36
Seattle	7	27	8	9	51	0	9	51	19
Puerto Rico	6	13	1	10	18	0	10	18	5
Houston	20	35	5	25	60	0	25	60	9
Piney Point	0	42	0	0	42	0	0	42	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	108	394	69	127	896	2	202	896	268

Totals All Departments: 853 732 100 631 411 3 1,818 1,706 371
 * "Total Registered" means the number of men who actually registered for shipping at the port last month.
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Directory of Ports

Frank Drozak, President
 Ed Turner, Exec. vice president
 Joe DiGirolfo, Secretary-Treasurer
 Leon Hall, vice president
 Angus "Red" Campbell, vice president
 Mike Sacco, vice president
 Joe Sacco, vice president
 George McCartney, vice president

HEADQUARTERS
 675 4 Ave., Bklyn. 11232
 (212) 499-6600

ALGONAC, Mich.
 520 St. Clair River Dr. 48001
 (313) 794-4988

BALTIMORE, Md.
 1216 E. Baltimore St. 21202
 (301) 327-4900

CLEVELAND, Ohio
 1290 Old River Rd. 44113
 (216) 621-5450

COLUMBUS, Ohio
 2800 South High St.,
 P.O. Box 0770, 43207
 (614) 497-2446

DULUTH, Minn.
 705 Medical Arts Building 55802
 (218) 722-4110

GLOUCESTER, Mass.
 11 Rogers St. 01930
 (617) 283-1167

HONOLULU, Hawaii
 707 Alakea St. 96813
 (808) 537-5714

HOUSTON, Tex.
 1221 Pierce St. 77002
 (713) 659-5152

JACKSONVILLE, Fla.
 3315 Liberty St. 32206
 (904) 353-0987

JERSEY CITY, N.J.
 99 Montgomery St. 07302
 (201) 435-9424

MOBILE, Ala.
 1640 Dauphin Island Pkwy. 36605
 (205) 478-0816

NEW ORLEANS, La.
 630 Jackson Ave. 70130
 (504) 529-7546

NORFOLK, Va.
 115 3 St. 23510
 (804) 622-1892

PADUCAH, Ky.
 225 S. 7 St. 42001
 (502) 443-2493

PHILADELPHIA, Pa.
 2804 S. 4 St. 19148
 (215) 336-3818

PINEY POINT, Md.
 St. Mary's County 20674
 (301) 994-0010

SAN FRANCISCO, Calif.
 350 Fremont St. 94105
 (415) 543-5855

SANTURCE, P.R.
 1057 Fernandez, Juncos,
 Stop 20 00909
 (809) 725-6960

SEATTLE, Wash.
 2505 1 Ave. 98121
 (206) 623-4334

ST. LOUIS, Mo.
 4581 Gravois Ave. 63116
 (314) 752-8500

TOLEDO, Ohio
 935 Summit St. 43604
 (419) 246-3891

WILMINGTON, Calif.
 408 Avalon Blvd. 90744
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David Johnson
 Seafarer David Johnson, 27, graduated from the SHLSS in 1976. He upgraded to chief cook there in 1979. Brother Johnson also sails as a steward delegate. And he has the CPR, lifeboat and firefighting endorsements. A native of Brooklyn, N.Y., he is a resident there and ships out of the port of New York.

Daniel Lee Beeman
 Seafarer Daniel Lee Beeman, 28, graduated from the Lundeberg School of Seamanship in 1973 where he was a student bosun. He upgraded to FOWT there in 1979 and to QMED in 1981. Brother Beeman has also sailed as a chief pumpman. And he has the CPR, firefighting and lifeboat papers. His father, Robert is a retired major of the U.S. Air Force. Beeman was born in Fort Sam Houston, San Antonio, Tex. and is a resident of Panama City Beach, Fla. He ships out of the ports of New Orleans and Jacksonville.

Leticia Perales
 Seafarer Leticia "Lee" Perales, 27, graduated from the Seafarer Harry Lundeberg School of Seamanship (SHLSS) Entry Trainee Program, Piney Point, Md. in 1980 sailing as a cook and baker. Sister Perales sailed aboard the LNG El Paso Southern as a GSU. At Piney Point, she was a lifeboat coxswain and was an award winner. Perales is a veteran of the U.S. Navy serving at the Patuxent River Naval Air Station, Lexington Park, Md. And she studied a year at St. Mary's College, St. Mary's City, Md. She also holds the firefighting, lifeboat and cardio-pulmonary resuscitation (CPR) documents. Born in El Paso, Tex., she is a resident there and ships out of the port of Houston.

Stanley Allan Clarke
 Seafarer Stanley Allan Clarke, 47, began sailing 21 years ago with the MC&S. Brother Clarke upgraded to cook and baker at the SHLSS in 1981. He has sailed 21 years and aboard the SS Oceanic Independence (American-Hawaiian Cruises). Clarke is a veteran of the U.S. Navy after the Korean War. And he earned the lifeboat, firefighting and CPR documents. A native of Haxton, Colo., he is a resident of Kula, Hawaii and ships out of the port of Honolulu.

Kathy Anne De Vane
 Seafarer Kathy Anne De Vane, 23, is a 1980 graduate of the Harry Lundeberg School of Seamanship Entry Trainee Program now sailing as a cook and baker. She sailed as a GSU aboard the LNG El Paso Consolidated. Sister De Vane also graduated from the Tampa (Fla.) Bay Technical H.S. And she earned the lifeboat, firefighting and CPR tickets. A native of Miami, Fla., she is a resident of Tampa and ships out of the port of Jacksonville.

William Thomas Winters Jr.
 Seafarer William Thomas Winters Jr., 27, was graduated from SHLSS in 1977 upgrading to cook and baker there in 1978. Brother Winters also sailed for the Inland Tugs Co. in 1977 and for ACBL. He attended Miami (Fla.) Dade Junior College for two years studying banking and finance. He earned the lifeboat, firefighting and CPR tickets. Born in Miami, he is a resident of Nashville, Tenn. and ships out of all ports.

Doyle Eugene Cornelius
 Seafarer Doyle Eugene Cornelius, 42, first sailed with the SIU-Merged Marine Cooks & Stewards Union (MC&S) in 1973 from the port of Honolulu, Hawaii sailing as a deck steward. He has sailed 16 years. Brother Cornelius was a student-instructor at Piney Point in 1980 for the steward department crews of the SS Oceanic Independence and this year for the SS Constitution (both American-Hawaiian Cruises). He holds the lifeboat, firefighting and CPR endorsements. A native of Wellington, Kans., he is a resident of San Francisco and ships out of that port.

Barry Ray Kiger
 Seafarer Barry Ray Kiger, 24, graduated from the SHLSS in 1977. He sailed as a QMED after upgrading there in 1980. He holds the CPR, lifeboat and firefighting documents. Kieger was born in Norfolk and is a resident there and ships out of that port city.

Eugene Talmadge Grantham
 Seafarer Eugene Talmadge Grantham, 23, is a 1971 graduate of the Lundeberg School where he was a top student. Brother Grantham upgraded to AB there in 1977. He holds the firefighting, lifeboat and CPR tickets. Born in Denham Springs, La., he is a resident of Franklinton, La. Grantham ships out of the port of New Orleans.

Bruce Mahlon Smith
 Seafarer Bruce Mahlon Smith, 30, graduated from the Lundeberg School of Seamanship Trainee Program in 1972, earning his QMED in 1974. Brother Smith earned his 3rd assistant engineer's papers in 1981. He also sailed aboard the TT Stuyvesant and TT Bay Ridge (both Bay Tankers). Smith has the CPR, firefighting and lifeboat qualifications. Born in Anderson, Ind., he is a resident there and ships out of all ports.

Robert Thomas Larsen
 Seafarer Robert Thomas Larsen, 25, was in the top third of his class when he graduated from Piney Point in 1978. Brother Larsen now sails as a QMED. He holds lifeboat, firefighting and CPR tickets. He was born in Brooklyn, N.Y. and is a resident of Staten Island, N.Y. Larsen ships out of the port of New York.

Here are some good reasons to take the Automation Course at SHLSS. It starts August 30.

National Maritime Day, May 22, 1982

AMERICA'S merchant mariners were honored last month at ceremonies commemorating National Maritime Day. Formal celebrations were held in two of the country's major port cities, New York and San Francisco, as well as in the Nation's Capital. Informal, quiet ceremonies were also held in many port cities nationwide and on American-flag vessels at sea. The first ceremony was held in 1933 when Congress designated May 22 as National Maritime Day "and requested the President to issue annually a proclamation calling for its appropriate observance." May 22 marks the day in 1819 when the *SS Savannah* left Savannah, Ga. on the first transatlantic steamship voyage. In this year's proclamation, President Ronald Reagan wrote, "since the inception of our great Nation, the American merchant marine has contributed to its

Among the other speakers were: Rep. Biaggi; Ed Kelly, special assistant to the president of District 2 of the Marine Engineers Beneficial Association (MEBA); Leon Shapiro, vice president of District 1 of MEBA, and Admiral James Halloway, President of the Council of American Steamship Operators. The New York State Maritime College Pershing Rifle Drill team participated as did the U.S. Merchant Marine Academy Glee Club.

In Washington, D.C., the Maritime Day ceremony, which was held on the Capitol steps on May 20, included a contingent of trainees from the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. Also among the groups present was a contingent of members from the National Maritime Union. The Master of Ceremonies was Captain Warren G. Leback, deputy Maritime Administrator.

Washington, D.C.

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New York—Rep. Mario Biaggi (C-NY), center, talks with SIU N.Y. Agent Augie Tellez, right, and NMU Secretary Treasurer Tom Martinez at Maritime Day ceremonies at Kings Point, N.Y.



New York—Memorial service for merchant seamen lost in war is conducted in the chapel of Kings Point Maritime Academy.

New York

In New York, the commemoration, which was part of World Trade Week, was held on May 22 at the U.S. Merchant Marine Academy in Kings Point. Among the speakers were: Representative Mario Biaggi (D-N.Y.), vice chairman of the House Merchant Marine and Fisheries Committee; Admiral James Steele Gracey, commandant-select, U.S. Coast Guard, and Howard A. Watters, deputy Maritime Administrator. Among the sponsors for Maritime Day was the SIU which was represented at the ceremonies by New York Port Agent Augie Tellez.

In memory of former merchant mariners, an ecumenical wreath service was held. There was also a formal regimental review hosted by Rear Admiral Thomas A. King, superintendent of the U.S. Merchant Marine Academy. As part of the Maritime Day ceremonies in New York, a National Maritime Hall of Fame was dedicated at the Merchant Marine Academy. The Hall of Fame, which is part

of the American Merchant Marine Museum, is designed to be national in scope. Famous people and ships from the deep sea, Great Lakes, coastal, and inland waterway shipping will be inducted each year. According to a spokesman for the Hall of Fame, the new institution is the only one of its kind in the nation. The curator of the Hall is Frank O. Braynard. The Hall will be dedicated at the Tall Ships Parade in New York harbor on July 4.

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Washington, D.C.—Trainees from the Seafarers Harry Lundeberg School of Seamanship in Piney Point participate in Maritime Day activities in the Nation's Capital.



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In this year's proclamation, President Ronald Reagan wrote, "since the inception of our great Nation, the American merchant marine has contributed to its security and economic growth."

Observed Nationwide for 49th Year

"For too long, our shipping industry has been in a state of decline, and its ability to meet the Nation's economic and defense needs has eroded. My Administration is firmly committed to the rejuvenation of the American merchant marine."

So far President Reagan has done very little toward that "rejuvenation." In fact, he has done just the opposite. The United States Public Health Service

Hospitals have been closed. Construction Differential Subsidy funds have not been allocated this year. There is an attempt to cut back Operating Differential Subsidy funds as well as Title XI loan guarantee monies.

Meanwhile, however, there are those people and groups who are truly concerned about revitalizing the U.S. merchant marine and many of them turned out for the National Maritime Day celebrations.



New York—Rep. Mario Biaggi (C-NY), center, talks with SIU N.Y. Agent Augie Tellez, right, and NMU Secretary Treasurer Tom Martinez at Maritime Day ceremonies at Kings Point, N.Y.



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The Master of Ceremonies was Captain Warren G. Leback, deputy Maritime Administrator.

Among the other speakers were: Rep. Biaggi; Ed Kelly, special assistant to the president of District 2 of the Marine Engineers Beneficial Association (MEBA); Leon Shapiro, vice president of District 1 of MEBA, and Admiral James Holloway, President of the Council of American Steamship Operators.

The New York State Maritime College Pershing Rifle Drill team participated as did the U.S. Merchant Marine Academy Glee Club.



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San Francisco—SIU Vice President George McCartney carries the Union's memorial wreath to the rail of the *Jeremiah O'Brien*.

San Francisco

On the West Coast, in the port of San Francisco, National Maritime Day was celebrated with a cruise around San Francisco Bay aboard the restored World War II Liberty ship, *SS Jeremiah O'Brien*, as well as at a luncheon at the Golden Gate Propeller Club.

Held on May 15, the Annual Seamen's Memorial Cruise was a rousing success. In fact, so many people wanted to sail on the *Jeremiah O'Brien*—the last "unaltered" Liberty ship around—that another cruise had to be scheduled for May 16.

The SIU was out in force with members helping to man the ship and to serve coffee to the 1,100 guests who took the cruise on May 15. Heading the SIU delegation were SIU Executive Vice President Ed Turner and the Union's West Coast Vice President George McCartney.

At 1500 hours a memorial service was held in honor of departed seamen and wreaths were thrown overboard, including one from the SIU. Among the participants in the service was the Color Guard and Rifle Squad from the California Maritime Academy.

A week later, on May 21, the annual Maritime Day luncheon was held in the Golden Gate Propeller Club where Turner and McCartney were among the honored guests.

The main speaker was Admiral Harold Shear, USN (Ret.), who is the U.S. Maritime Administrator.

Talking about the importance of a strong U.S. merchant fleet, he very appropriately pointed to the Falkland Islands crisis.

The British expeditionary force deployed in the South Atlantic to reclaim the Falkland Islands is a timely reminder of the importance of a merchant marine to project a Nation's military might," said Shear. "Over half of the more than 50 ships in that flotilla are commercial vessels chartered or requisitioned by the British government."

Shear continued, "whatever the outcome of this conflict, Great Britain's overwhelming dependence on its commercial shipping sector to support a comparative small-scale military operation points up the essential logistic support role of merchant ships."

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San Francisco—John Henning, secretary-treasurer of the California State Federation of Labor, AFL-CIO, helps celebrate Maritime Day on the *Jeremiah O'Brien*. Standing in rear are SIU Exec. VP. Ed Turner and West Coast VP. George McCartney.



San Francisco—The SIU coffee crew, which provided coffee for the more than 1,500 guests aboard the *Jeremiah O'Brien*, included, l. to r., Lou Ankin, Pat Seager, Art Henderson and Log West Coast Associate Editor Don Rotan.



San Francisco—Part of the SIU contingent aboard the *Jeremiah O'Brien* for the Annual Seamen's Memorial Cruise included, l. to r., Vice President George McCartney, Julie Cooney, Don Bartlett, and Les Lorber.

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PANAMA (Sea-Land Service), April 18—Chairman Salvatore Consetino; Secretary Norman E. Johnson; Educational Director Nicholas Leone. No disputed OT. Chairman urged all members to practice safety at all times on deck. The life you save may be your own. For those who are interested application forms are available for Piney Point. A vote of thanks to the steward crew of the *Panama*. Our hearts go out to the families of the men who were lost on the *SS Golden Dolphin*.

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- Overseas New York
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- American Heritage
- Sea-Land Defender
- Seattle
- Sea-Land Innovator
- Sea-Land Developer
- Delta Maria
- Sea-Land Gateway
- LNG Aquarius
- Robert E. Lee
- Point Manatee
- MV Ranger
- Ogden Charger
- Sea-Land Pacer
- Sea-Land Venture
- Sea-Land Planner
- Santa Clara
- Overseas Alaska
- Stonewall Jackson
- Del Mundo
- Overseas Ilija
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LNG LEO (Energy Transport), April 6—Chairman Joe Morrison; Secretary H. Jones, Jr.; Educational Director Warren Stein; Deck Delegate George Bruer; Engine Delegate Doug K. McLeod; Steward Delegate John G. Lyson. \$250 in ship's fund. No disputed OT. Chairman reported that **Logs** are arriving on time on a regular basis. He cautioned all crewmembers that safety shoes are to be worn on deck at all times. A letter was received from headquarters and posted on the bulletin board pertaining to members who used USPHS for medical check up. Members were asked to refer to the issue of the **Log** dated October 1981 which was also posted. A vote of thanks to the steward department for the pool party which was a great success. Next port Nayago.

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- Del Campo
- American Heritage
- Sea-Land Defender
- Seattle
- Sea-Land Innovator
- Sea-Land Developer
- Delta Maria
- Sea-Land Gateway
- LNG Aquarius
- Robert E. Lee
- Point Manatee
- MV Hanger
- Ogden Charger
- Sea-Land Pacer
- Sea-Land Venture
- Sea-Land Pioneer
- Santa Clara
- Overseas Alaska
- Stonewall Jackson
- Del Mundo
- Overseas Ulla
- Overseas Natalie
- Bay Ridge
- Sea-Land Economy
- Sea-Land Leader
- Santa Isabel
- Worth
- Williamsburgh
- Overseas Alouatian
- Tampa

At Sea/Ashore

Delta Caribe Off to Israel

In late June, the *LASH Delta Caribe* (Delta Line) will from an Atlantic or St. Lawrence River Port carry 29,000 tons of grain to Haifa or Ashdod, Israel.

Matson Asks Aid for Jumbo-izing

The SIU-contracted Matson Line has asked MARAD for nearly \$143 million in aid to lengthen four containerships. New 130-foot minibodies will be added between 1983 and 1986 to the *SS Manukai*, *Manulani*, *Mau* and *Kauai*. The additions will increase the carrying capacity of the ships to about 35,000 dwt.

In June, Sam Houston to Pakistan

By June 30, the *LASH Sam Houston* (Waterman) from Port Manatee, Fla. will haul 15,000 tons of ammonium phosphate to either Chitagon or Chalna, Pakistan.

6 Essay Winners Win Voyages, Bond

Six high school students last month won voyages on SIU-manned ships and boats and a \$500 U.S. Savings Bond for writing winning essays on "The U.S. Merchant Marine—for Security of Our Trade and Defense" in the annual Propeller Club of the United States contest. Maritime Overseas on National Maritime Day, May 22, awarded Brian L. Goldberg of Portland, Me. and Douglas R. James of Isle of Palms, S.C. voyages from the East Coast to Panama and return.

Delta Line gave Cynthia M. Buchanan of Key West, Fla. a trip from the Gulf Coast to South America and return. The Totem Trailer Co. of the port of Seattle presented Gregory Bachar of Rancho Palos Verdes, Calif. a voyage from the West Coast to Alaska and return. Sea-Land gave essay winner Jeanne M. Gravois of New Orleans a \$500 U.S. Savings Bond prize. Winner Deborah L. Krueger of Evansville, Ind. will sail on the Great Lakes on a Hanna Marine vessel. The Mississippi Steamboat *Delta Queen* will have as a cruise passenger, Kelley Honer of Buffalo, N.Y.

2 APL Ships on Indonesian Trips in July

July 15-20, the *SS President Taylor* (APL) and the *SS President Adams* (APL) from North Pacific ports will carry cargoes of 6 to 15,000 metric tons of wheat to Jakarta, Surabaya or Ujung Pandang, Indonesia.

Waterman, APL to Call at Diego Garcia

MARAD has given the green light to the Waterman Steamship Co. and American President Line (APL) to make ports of call at the British island of Diego Garcia, now a growing U.S. naval base in the Indian Ocean.



Here's John Rambo on the *Ogden Leader*. He's been sailing in the deck department with the SIU for 40 years.



Seafarer Harry Meredith, chief pumpman on the *Ogden Leader*, shown recently in port of New York.

Point Manatee to Port Sudan Next Month

On July 20, the *ST Point Manatee* (Birch Shipping) from a Gulf port will sail with 19,500 metric tons of bulk wheat to Port Sudan, Sudan.

IOT, APL to Man 6 S-L 7's in Pinch

MARAD has selected IOT and APL to operate six S-L 7 containerships in case of a national defense emergency. The ships, anchored in James River, Va. and Suisun Bay, Calif., will be converted to R/O R/O vessels for the MSC.

Del Valle Sailing to Jamaica in August

In August, the *SS Del Valle* (Delta Line) will carry grain from the port of New Orleans and Galveston to Kingston, Jamaica.

MSC to Switch 3 Tankers To Private Fleet

The Military Sealift Command plans to switch three of its small product tankers from civil service crews to operation by private contractors.

Bids from private companies will be made on a per ship basis for five-year periods on a total per day price.

The vessels are *USNS Nodaway* of 3,925 deadweight tons and *USNS Atlanta* and *USNS Chattahoochee* each of 5,000 deadweight tons. All three are classified as T-1s and are diesel-powered. The first was built in 1945 and the other two in 1957. All operate in the Pacific area.

If an acceptable proposal is received and the ships are switched to civilian contractors that would bring MSC's entire 21-ship nucleus tanker fleet under operation by private companies. MSC charters from private companies 14 other tankerships.

BASIC WELDING

Take the Basic Welding Course at SHLSS.

Course starts September 27

Send in your application today.

Bosun Frank Smith on the *Ogden Leader*.

The '60s: SIU Emerges As Force To Be

by John Bunker

FOR the Seafarers International Union, the 1960s were years of bitter battles with the National Maritime Union and with government bureaucrats over "50-50", the law which allotted half of all U.S. foreign aid cargoes to American ships. The SIU had to keep fighting Federal Agencies to make sure the law was enforced. There were also strikes and tie-ups during these years, but there was much progress, too.

Most importantly, this decade saw the emergence of former SIU President Paul Hall as a major figure in American labor and the rising importance of the SIU as an influential voice in the making and shaping of maritime policy.

While the Union was becoming more deeply involved on the national scene over long-range maritime programs, the immediate welfare of its members was by no means neglected.

There were boosts in wages and pension improvements. New halls were opened in New Orleans, Houston and Norfolk. New clinics were added, and more benefits, including free optical services, were obtained for members and dependents.

By the end of 1968, SIU members and their dependents had collected more than \$100 million in welfare and vacation benefits!

While SIU President Paul Hall was deeply involved in building up the union's influence on the national scene,



The SIU and ILA tied up the *Tulse Hill*, a British freighter, in 1964 as a protest against U.S. allies trading with Cuba.

the wide range of other business which enabled the union to undergo a smooth transition when he had to assume its leadership on the death of Paul Hall in June, 1980.

By the early 1960s, Hall was nationally known as a two-fisted, outspoken fighter for a strong American merchant marine. Among other things, he was pushing for more oil imports in U.S. flag tankers and subsidies for

with Russia, the SIU and the NMU, along with the International Longshoremen's Association and other unions, refused to handle Russia-bound ships. This action brought results. President Lyndon Johnson agreed to review the situation and make sure that half of the cargoes went in U.S. flag freighters. The big grain shippers were forced to recognize the availability of American vessels, which they had ignored in order to enjoy cheaper rates on foreign flag ships.

This beef resulted in April of 1964 in the creation by the President of a Grievance Committee on the administration of cargo preference. It gave the unions a means of mediating their differences with government bureaus involved in the huge foreign aid giveaways.

A few months later the President also set up a 14-man Maritime Advisory Committee which included Paul Hall and NMU President Joe Curran as members. The object of the Committee was to provide advice to top levels of government on maritime problems. When the committee had its first meeting, the members were furnished with a 75 page SIU position paper on the needs of the merchant marine: another example of SIU "homework" and its alertness to any and all opportunities to promote merchant marine awareness.

International Beefs

There were a number of other notable events in the 1960s.

There was the famous "Cleopatra" beef in 1960 when the SIU and the ILA tied up the Egyptian liner *Cleopatra* for 24 days in retaliation for Egyptian blacklisting of ships which had traded with Israel. In 1964 the SIU and the ILA tied up the British freighter *Tulse Hill* for several weeks in Baltimore as a protest against foreign ships trading with Cuba.

When a big Canadian operator called

Upper Lakes Shipping Co. broke away from its affiliation with the SIU of Canada and signed a contract with a new outfit called the Canadian Maritime Union, the SIU threw its support behind its Canadian affiliate, the SIU of Canada.

The union picketed Upper Lakes ships in American ports. This complicated beef developed into a front page political issue in Canada and brewed international complications. An event deserving book-length treatment in itself, the Upper Lakes beef and its far-flung ramifications resulted in the five Canadian maritime unions being put under a government trusteeship.

Organizing Breakthroughs

The decade began conspicuously when, under the direction of Al Tanner, the SIU beat out the Steelworkers in organizing several large fleets on the Great Lakes, obtaining hundreds of jobs.

On the deep sea, the union also had



The SIU also succeeded in gaining a contract to crew the *Long Lines*, largest cable laying ship in the world.

History of the SIU Part XVIII

Frank Drozak, along with his brother, the late Paul Drozak, was fast making a name for himself in important union posts. He had come ashore from sailing as a bosun to handle various union assignments, including the post of acting port agent in New York from 1959 to 1961. In 1962 he was named an international representative of the SIU and in 1964 was elected port agent in Philadelphia. In 1965 he was elected an international vice president and in the course of the next few years became expert in contracts, in organizing and

bulk carriers, emphasizing the importance of bulk cargoes in American trade and the fact that an almost-insignificant amount of it moved in U.S. flag ships. Hall's voice in behalf of maritime became even more important when he was elected a vice president of the AFL-CIO in February of 1962 and a member of the Federation's Executive Council.

Worked Together, Too

When it became known in 1964 that the government was by-passing the 50-50 law in a \$400 million grain deal



Seafarers took the supertanker *Manhattan* on an historic voyage through the Northwest passage in 1969.

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In the true brotherhood of the sea, half a dozen ships—Russian, Norwegian and Japanese—changed course and headed for the scene, about 800 miles southwest of Kodiak, Alaska.

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Navy and Coast Guard planes dropped life rafts and survival packs to an estimated 30 or so men spotted amid the wind-whipped seas. But cold waters in those latitudes soon took their toll and only five men were saved in heroic rescue efforts. It was another grim reminder that there is still danger in the life of men who go down to the sea in ships.

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The '60s: SIU Emerges As Force To Be

by John Bunker

FOR the Seafarers International Union, the 1960s were years of bitter battles with the National Maritime Union and with government bureaucrats over "50-50", the law which allotted half of all U.S. foreign aid cargoes to American ships. The SIU had to keep fighting Federal Agencies to make sure the law was enforced. There were also strikes and tie-ups during these years, but there was much progress, too.

Most importantly, this decade saw the emergence of former SIU President Paul Hall as a major figure in American labor and the rising importance of the SIU as an influential voice in the making and shaping of maritime policy.

While the Union was becoming more deeply involved on the national scene over long-range maritime programs, the immediate welfare of its members was by no means neglected.

There were boosts in wages and pension improvements. New halls were opened in New Orleans, Houston and Norfolk. New clinics were added, and more benefits, including free optical services, were obtained for members and dependents.

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Pensioner's Corner



Faustino M. Alejandro, 65, joined the SIU in 1941 in the port of Philadelphia sailing as a FOWT. Brother Alejandro is a veteran of the U.S. Army in World War II. He was born in Fajardo, P.R. and is a resident there.



Clarence Robert Brockett, 57, joined the SIU in the port of Baltimore in 1953 sailing as an OS for 42 years. Brother Brockett was a former member of the merged IBU. He worked on cattle ships to Europe after World War II. Seafarer Brockett was born in Connecticut and is a resident of Jacksonville.



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Edward Thomas Kresz, 63, joined the SIU in the port of New York in 1953 sailing as a bosun. Brother Kresz upgraded at Piney Point in 1970. He is a veteran of the U.S. Marine Corps in World War II. Seafarer Kresz was born in Philadelphia and is a resident there.



Charles Martin, 61, joined the SIU in 1949 in the port of New York sailing as a chief pumpman for IOT and as an engineer for MEBA District 2 in 1969. Brother Martin is a veteran of the U.S. Army in World War II. He was born in Pennsylvania and is a resident of Vineland, N.J.



Junest Percy Ponson, 61, joined the SIU in the port of New Orleans in 1950 sailing as a wiper. Brother Ponson is a veteran of the U.S. Coast Guard in World War II. He was born in Louisiana and is a resident of Kenner, La.



Clifford Emery Prevatt, 62, joined the SIU in 1944 in the port of Tampa sailing as a FOWT. Brother Prevatt also worked on the Waterman New Orleans Shoregang from 1968 to 1972 and on the Sea-Land Shoregang from 1975 to 1978. He is a veteran of the U.S. Navy in World War II. Seafarer Prevatt was born in Florida and is a resident of Oakland, Calif.



Fannie Rogers, 61, joined the SIU in the port of New York in 1962 sailing as a cook. Brother Rogers sailed 34 years. He is a veteran of the U.S. Army in World War II. Seafarer Rogers was born in North Carolina and is a resident of Kinston, N.C.



Jack Procell, 59, joined the SIU in 1946 in the port of Port Arthur, Tex., sailing as a bosun. Brother Procell sailed 40 years. He also worked on the Waterman New Orleans Shoregang from 1971 to 1974. Seafarer Procell is a veteran of the U.S. Navy in World War II. A native of Louisiana, he is a resident of Metairie, La.



Dario Pimentel Martinez, 62, joined the SIU in the port of Houston in 1955 sailing as a cook and baker and recertified chief steward. Brother Martinez sailed 34 years. He is a veteran of the U.S. Army in World War II. A native of Vera Cruz, Mexico, he is a naturalized U.S. citizen and a resident of Houston.



Joel "Joe" N. Roughton, 65, joined the Union in the port of Baltimore in 1959 sailing as a chief engineer for the NBC Lines from 1936 to 1959, Curtis Bay Towing from 1944 to 1951, Moran Towing in 1976, G & H Towing in 1977 and for McAllister Brothers. Brother Roughton upgraded at Piney Point in 1974. He was born in Columbia, N.C. and is a resident of Grandy, N.C.



Pedro P. Vina, 70, joined the SIU in the port of Philadelphia in 1961 sailing as an AB. Brother Vina was born in Puerto Rico and is a resident of Philadelphia.



George Freeman Sadler, 59, joined the Union in the port of Norfolk in 1960 sailing as an AB and shop steward for the Penn-Central Railroad starting in 1940. Brother Sadler hit the bricks in the 1968 Penn-Central Railroad beef. He is a veteran of the U.S. Navy in World War II. Boatman Sadler was born in Mathews County, Va. and is a resident of Mathews, Va.



William Murray McDougall, 64, joined the Union in the port of Ash-tabula, Ohio in 1961 sailing as a lineman, deckhand and fireman for the J & L Steamship Co. from 1935 to 1941 and on the *Tig Montana* (Great Lakes Towing) from 1975 to 1978. Brother McDougall sailed for Great Lakes Towing from 1943 to 1981. He was a former member of the Shipbuilders, Fitters and Boilermakers of America Union from 1938 to 1941 and the TFL and Watchmen's Protective Assn. Local 9. Laker McDougall is a veteran of the U.S. Army in World War II. Born in Ashtabula, he is a resident there.



Walter J. Lentz, 61, joined the Union in the port of Frankfort, Mich. in 1953 sailing as an AB for the Ann Arbor (Mich.) Railroad from 1961 to 1982. Brother Lentz was born in Michigan and is a resident of Bear Lake, Mich.



Orville Wilson Johnson, 62, joined the Union in the port of Baltimore in 1957 sailing as a captain for Curtis Bay Towing from 1941 to 1982. He also attended a Piney Point Inland Conference. A native of Baltimore, he is a resident of Glen Burnie, Md.



William Stewart Sharp, 64, joined the SIU in 1947 in the port of Baltimore sailing as a bosun. Brother Sharp sailed 44 years. He also sailed inland for Crowley Marine in 1975. Seafarer Sharp is a veteran of the U.S. Navy in World War II. Born in Baltimore, he is a resident of Jacksonville Beach, Fla.



John Richard Hock, 63, joined the Union in the port of New York in 1959 sailing as a deckhand for the Penn Central Railroad from 1946 to 1982. Brother Hock was a shiplifter for the Federal Shipyard from 1939 to 1940. He was a former member of the Masters, Mates and Pilots Union (MM&P) Local 1 from 1946 to 1960. Boatman Hock is a veteran of the U.S. Army in World War II. Born in New Jersey, he is a resident of Jersey City, N.J.



James Henry McDonald joined the SIU in 1949 in Tampa sailing as a deck. Brother McDonald sailed and during the Vietnam War a delegate from Puerto Rico Union education conference. Seafarer McDonald is a veteran U.S. Army before World War II in Wilmington, N.C., he is a resident of Baltimore.



Joseph Mosakowski, 61, joined the SIU in the port of New York in 1953 sailing as an AB. Brother Mosakowski is a veteran of the U.S. Army in World War II. He was born in Philadelphia and is a resident there.



Norman Okray, 61, joined the SIU in 1943 in the port of New York sailing as a bosun. Brother Okray sailed 39 years. He was born in Michigan and is a resident of Baltimore.



Elridge James Rainier, 62, joined the Union in the port of Norfolk in 1960 sailing as a deckhand and captain for the Penn Central Railroad from 1939 to 1982. Brother Rainier sailed 43 years. He was born in Blakes, Va. and is a resident of Gwynn, Va.



Richard Joseph Plaskowski, 56, joined the SIU in the port of San Francisco in 1968 sailing as LNG/LPG quartermaster and deck delegate. Brother Plaskowski sailed 37 years. He sailed on the Great Lakes and deep sea from 1967 to 1973. Seafarer Plaskowski upgraded at Piney Point in 1975. And he is a veteran of the U.S. Army in the Korean War. He is also a baker. A native of Alpena, Mich., he is a resident there.



Donald Raymond Pitman, 55, joined the SIU in 1946 in the port of Philadelphia sailing as an AB. Brother Pitman is a PFC parachute veteran of the U.S. Army's Hdqs. 11th Airborne Div., C Battery of the 544th Field Artillery Battalion in the Korean War. He received the National Defense Service Medal for his service. A native of Earlsboro, Okla., he is a resident of Monticello, Ark.



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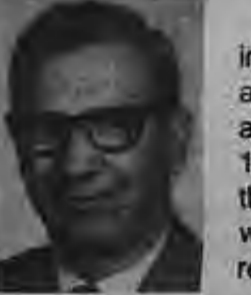
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Edward Thomas Kresz, 63, joined the SIU in the port of New York in 1953 sailing as a bosun. Brother Kresz upgraded at Piney Point in 1970. He is a veteran of the U.S. Marine Corps in World War II. Seafarer Kresz was born in Philadelphia and is a resident there.



Charles Martin, 61, joined the SIU in 1949 in the port of New York sailing as a chief pumpman for IOT and as an engineer for MEBA District 2 in 1969. Brother Martin is a veteran of the U.S. Army in World War II. He was born in Pennsylvania and is a resident of Vineland, N.J.



Junest Percy Ponson, 61, joined the SIU in the port of New Orleans in 1950 sailing as a wiper. Brother Ponson is a veteran of the U.S. Coast Guard in World War II. He was born in Louisiana and is a resident of Kenner, La.



Clifford Emery Prevatt, 62, joined the SIU in 1944 in the port of Tampa sailing as a FOWT. Brother Prevatt also worked on the Waterman New Orleans Shoregang from 1968 to 1972 and on the Sea-Land Shoregang from 1975 to 1978. He is a veteran of the U.S. Navy in World War II. Seafarer Prevatt was born in Florida and is a resident of Oakland, Calif.



Fannie Rogers, 61, joined the SIU in the port of New York in 1962 sailing as a cook. Brother Rogers sailed 34 years. He is a veteran of the U.S. Army in World War II. Seafarer Rogers was born in North Carolina and is a resident of Kinston, N.C.

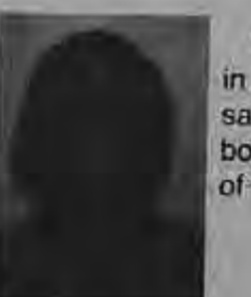


Jack Procell, 59, joined the SIU in 1946 in the port of Port Arthur, Tex. sailing as a bosun. Brother Procell sailed 40 years. He also worked on the Waterman New Orleans Shoregang from 1971 to 1974. Seafarer Procell is a veteran of the U.S. Navy in World War II. A native of Louisiana, he is a resident of Metairie, La.

Pensioner's Corner



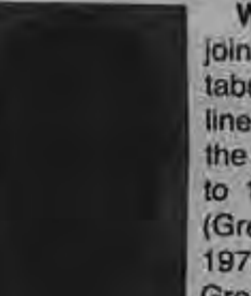
Joel "Joe" N. Roughton, 65, joined the Union in the port of Baltimore in 1959 sailing as a chief engineer for the NBC Lines from 1936 to 1959, Curtis Bay Towing from 1944 to 1951, Moran Towing in 1976, G & H Towing in 1977 and for McAllister Brothers. Brother Roughton upgraded at Piney Point in 1974. He was born in Columbia, N.C. and is a resident of Grandy, N.C.



Pedro P. Vina, 70, joined the SIU in the port of Philadelphia in 1961 sailing as an AB. Brother Vina was born in Puerto Rico and is a resident of Philadelphia.



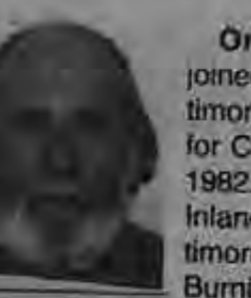
George Freeman Sadler, 59, joined the Union in the port of Norfolk in 1960 sailing as an AB and shop steward for the Penn-Central Railroad starting in 1940. Brother Sadler hit the bricks in the 1968 Penn-Central Railroad beef. He is a veteran of the U.S. Army in World War II. Boatman Sadler was born in Mathews County, Va. and is a resident of Mathews, Va.



William Murray McDougall, 64, joined the Union in the port of Ash-tabula, Ohio in 1961 sailing as a lineman, deckhand and fireman for the J & L Steamship Co. from 1935 to 1941 and on the *Tug Montana* (Great Lakes Towing) from 1975 to 1978. Brother McDougall sailed for Great Lakes Towing from 1943 to 1981. He was a former member of the Shipbuilders, Fitters and Boilermakers of America Union from 1938 to 1941 and the TFL and Watchmen's Protective Assn. Local 9. Laker McDougall is a veteran of the U.S. Army in World War II. Born in Ash-tabula, he is a resident there.



Walter J. Lentz, 61, joined the Union in the port of Frankfort, Mich. in 1953 sailing as an AB for the Ann Arbor (Mich.) Railroad from 1961 to 1982. Brother Lentz was born in Michigan and is a resident of Bear Lake, Mich.



Orville Wilson Johnson, 62, joined the Union in the port of Baltimore in 1957 sailing as a captain for Curtis Bay Towing from 1941 to 1982. He also attended a Piney Point Inland Conference. A native of Baltimore, he is a resident of Glen Burnie, Md.



Darío Pimentel Martínez, 62, joined the SIU in the port of Houston in 1955 sailing as a cook and baker and recertified chief steward. Brother Martínez sailed 34 years. He is a veteran of the U.S. Army in World War II. A native of Vera Cruz, Mexico, he is a naturalized U.S. citizen and a resident of Houston.



James Henry McDonald, 62, joined the SIU in 1949 in the port of Tampa sailing as a deck engineer. Brother McDonald sailed 35 years and during the Vietnam War. He was a delegate from Puerto Rico to a Union education conference. Seafarer McDonald is a veteran of the U.S. Army before World War II. Born in Wilmington, N.C., he is a resident of Baltimore.



Joseph Mosakowski, 61, joined the SIU in the port of New York in 1953 sailing as an AB. Brother Mosakowski is a veteran of the U.S. Army in World War II. He was born in Philadelphia and is a resident there.



Norman Okray, 61, joined the SIU in 1943 in the port of New York sailing as a bosun. Brother Okray sailed 39 years. He was born in Michigan and is a resident of Baltimore.



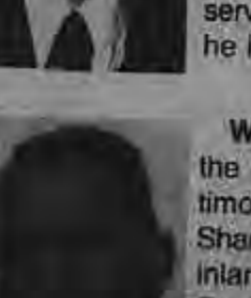
Eiridge James Rainier, 62, joined the SIU in the port of Norfolk in 1960 sailing as a deckhand and captain for the Penn Central Railroad from 1939 to 1982. Brother Rainier sailed 43 years. He was born in Blakes, Va. and is a resident of Gwynn, Va.



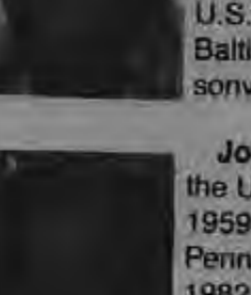
Richard Joseph Plaskowski, 56, joined the SIU in the port of San Francisco in 1968 sailing as LNG/LPG quartermaster and deck delegate. Brother Plaskowski sailed 37 years. He sailed on the Great Lakes and deep sea from 1967 to 1973. Seafarer Plaskowski upgraded at Piney Point in 1975. And he is a veteran of the U.S. Army in the Korean War. He is also a baker. A native of Alpena, Mich., he is a resident there.



Donald Raymond Pitman, 55, joined the SIU in 1946 in the port of Philadelphia sailing as an AB. Brother Pitman is a PFG parachute veteran of the U.S. Army's Hqs. 11th Airborne Div. C Battery of the 544th Field Artillery Battalion in the Korean War. He received the National Defense Service Medal for his service. A native of Earlsboro, Okla., he is a resident of Monticello, Ark.



William Stewart Sharp, 64, joined the SIU in 1947 in the port of Baltimore sailing as a bosun. Brother Sharp sailed 44 years. He also sailed inland for Crowley Marine in 1975. Seafarer Sharp is a veteran of the U.S. Navy in World War II. Born in Baltimore, he is a resident of Jacksonville Beach, Fla.



John Richard Hock, 63, joined the Union in the port of New York in 1959 sailing as a deckhand for the Penn Central Railroad from 1946 to 1982. Brother Hock was a shipfitter for the Federal Shipyard from 1939 to 1940. He was a former member of the Masters, Mates and Pilots Union (MM&P) Local 1 from 1946 to 1980. Boatman Hock is a veteran of the U.S. Army in World War II. Born in New Jersey, he is a resident of Jersey City, N.J.

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Cook and Baker
Chief Cook
Chief Steward
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Piney Point, MD. 20674



Dispatchers Report for Inland Waters

MAY 1-29, 1982

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	5	1	0	0	0	0	21	4	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	1	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	3	1	0
New Orleans	2	1	0	0	0	0	4	3	4
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	6	0	0
Wilmington	4	0	1	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	20	2	5
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	1	0	0	0	5	1	7
Port Arthur	11	0	0	2	0	0	28	1	5
Algonac	0	0	0	0	0	0	9	0	0
St. Louis	3	1	6	0	0	0	0	0	24
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	1
Totals	30	14	8	11	0	0	108	26	60
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	1	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	1	0	0	0	1	0	2
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	1
St. Louis	1	0	0	0	0	0	2	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	3	1	3	0	0	0	8	1	3
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	0
Totals All Departments	33	15	17	12	0	1	116	27	63

*Total Registered means the number of men who actually registered for shipping at the port last month.
**Registered on the Beach means the total number of men registered at the port at the end of last month.

Legal Aid

In the event that any SIU members have legal problems in the various ports, a list of attorneys whom they can consult is being published. The member need not choose the recommended attorneys and this list is intended only for informational purposes.

NEW YORK, NEW YORK
Schuman & Abarbanel
358 Fifth Avenue
New York, New York 10001
Tele. # (212) 279-9200

BALTIMORE, MD.
Kaplan, Heyman, Greenberg, Engelman & Belgrad
Sun Life Building
Charles & Redwood Streets
Baltimore, Md. 21201
Tele. # (301) 559-6967

BOSTON, MASS.
Stephen J. Abarbanel
Lattin Associates
30-31 Union Wharf
Boston, Mass. 02109
Tele. # (617) 523-1000

CHICAGO, ILL.
Katz & Friedman
7 South Dearborn Street
Chicago, Ill. 60603
Tele. # (312) 263-6330

DETROIT, MICH.
Victor G. Hanson
19268 Grand River Avenue
Detroit, Mich. 48822
Tele. # (313) 532-1220

GLOUCESTER, MASS.
Orlando & White
Two Main Street
Gloucester, Mass. 05130
Tele. # (617) 283-8100

HOUSTON, TEXAS
Archer, Peterson and Waldner
1801 Main St. (at Jefferson) Suite 510
Houston, Texas 77002
Tele. # (713) 656-4435 &
Tele. # (813) 875-9842

LOS ANGELES, CALIF.
Fogel, Rothschild, Feldman & Ostrov
5900 Wilshire Boulevard, Suite 2600
Los Angeles, Calif. 90036
Tele. # (213) 937-6250

WILMINGTON, CALIF.
Fogel, Rothschild, Feldman & Ostrov
239 South Avalon
Wilmington, Calif. 90744
Tele. # (213) 834-2546

MOBILE, ALA.
Simon & Wood
1010 Van Arnhem Building
Mobile, Ala. 36602
Tele. # (205) 433-4904

NEW ORLEANS, LA.
Barker, Boudreaux, Lamy, Gardner & Foley
1400 Richards Building
837 Gravier Street
New Orleans, La. 70112
Tele. # (504) 586-9395

PHILADELPHIA, PA.
Kirschner, Walters, Wallig, Weinberg & Dempsey
Suite 1100
1422 Walnut Street
Philadelphia, Pa. 19102
Tele. # (215) 569-8900

ST. LOUIS, MO.
Gruenberg, Saunders & Levine
Suite 905—Chemical Building
721 Olive Street
St. Louis, Missouri 63101
Tele. # (314) 231-7440

SAN FRANCISCO, CALIF.
John Paul Jennings
Henning, Walsh & Ritchie
100 Bush Street, Suite 440
San Francisco, Calif. 94104
Tele. # (415) 4400

SEATTLE, WASH.
Davies, Roberts, Reid, Anderson & Wacker
100 West Hanson Plaza
Seattle, Wash. 98119
Tele. # (206) 285-3610

TAMPA, FLA.
Hamilton, Douglas, Hamilton, Loper & Macy, PA
2825 West Kennedy Boulevard
Tampa, Florida 33609
Tele. # (813) 875-9842



Pensioner William Arthur Hamlin Jr., 67, drowned at Daytona Beach, Fla. on Nov. 2, 1981. Brother Hamlin joined the SIU in the port of New Orleans in

1953 sailing in the steward department. He was born in Syracuse, N.Y. and was a resident of Holly Hill, Fla. Burial was in Edgewater (Fla.) Cemetery. Surviving are his stepfather, Frank Stuart and a nephew, Joseph A. Stuart, both of Holy Hill.



Pensioner Charles Edward Gallagher, 69, passed away on Jan. 12. Brother Gallagher joined the Union in the port of New York in 1964 sailing as a chief

pumpman on the Great Lakes. He sailed 37 years. Laker Gallagher was born in Scammon, Kan. and was a resident of Saline, Mich. Surviving are his widow, Anna and a daughter, Mrs. Delores Duffy of Lafayette, Calif.



Pensioner France Bellier de Beaumont Sr., passed away from cancer in the Salem (Ore.) Convalescent Center on Dec. 11, 1981. Brother de

Beaumont joined the SIU in 1946 in the port of New York sailing as a bosun. He was born in France, was a naturalized U.S. citizen and a resident of Salem. Interment was in the Mt. Crest Abbey Mausoleum, Salem. Surviving are a son, France Jr. of Salem and a daughter, Mrs. Bernice Freeman, also of Salem.



Pensioner Augustin German Diaz, 75, passed away from cancer at home in Tampa on Dec. 22, 1981. Brother Diaz joined the SIU in 1939 in

the port of New York sailing as a FOWT. He was born in Puerto Rico. Burial was in Woodlawn Cemetery, Tampa. Surviving is his widow, Sofia.



Derek Lamb, 50, died at home in Jacksonville on Jan. 4. Brother Lamb joined the SIU in the port of New Orleans in 1951 sailing as a bosun. He was born in Leigh, England.

Cremation took place in the East Coast Crematory, Jacksonville. Surviving are his widow, Joyce; a son, Floyd and his mother, Hannah of Leigh Lanes, Lancaster, England.



Pensioner Antonio Irizarry, 65, passed away from natural causes in the Long Island College Hospital, Brooklyn, N.Y. on Feb. 9. Brother Irizarry joined the SIU

in 1940 in the port of New York sailing as a chief cook. He hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. Seafarer Irizarry was born in Puerto Rico and was a resident of Brooklyn. Interment was in Linden Hill German Methodist Cemetery, Brooklyn. Surviving are his widow, Blanca and a daughter, Carmen.



Morris Edward Eckard Jr., 29, died of injuries sustained in a truck-car collision in Williams, Ariz. on Jan. 5. Brother Eckard joined the SIU in the port of New York in

1978 sailing as an OS. He was a former member of the Ironworkers Union, Local 79. And he was a veteran of the U.S. Army in the Vietnam War. Seafarer Eckard was born in Norfolk and was a resident of Chesapeake, Va. Surviving are his mother, Geneva of Chesapeake and a sister, Colleen of Richmond, Va.



Pensioner Thomas Edgar Frazier, 57, died of a liver ailment in the Rockingham Hospital, Harrisonburg, Va. on Jan. 22. Brother Frazier joined the SIU in

1947 in the port of Baltimore sailing as a FOWT. He was a veteran of the U.S. Navy in World War II. Seafarer Frazier was born in Virginia and was a resident of Elkton, Va. Interment was in Elk Run Cemetery, Elkton. Surviving are his daughter, Tammy of Elkton and his parents, Mr. and Mrs. John and Virginia Frazier, also of Elkton.



Lindsey Vernon Thompson, 60, died of lung failure in the Livermore (Calif.) U.S. Veterans Administration Hospital on Mar. 22. Brother Thompson joined

the SIU in the port of Seattle in 1969 sailing as a chief electrician and QMED. He sailed 17 years. And was a veteran of the U.S. Navy in World War II. Seafarer Thompson was born in Quinlaw, Tex. and was a resident of Modesto, Calif. Interment was in the Lakewood Park Cemetery, Hughson, Calif. Surviving are a son, Robert; two daughters, Elizabeth and Mrs. Sharon Emig of Stockton, Calif. and his mother, Salona of Modesto.

Pensioner James Wilfrid Talbot, 78, passed away from a heart attack in the Schoolcraft (Mich.) Medical Care Facility on Mar. 22. Brother Talbot joined the Union in the port of Detroit in 1960 sailing as a conveyor operator. He sailed 41 years. Laker Talbot was born in Wisconsin and was a resident of Manistique, Mich. Interment was in Fairview Cemetery, Manistique. Surviving are a son, Kenneth and two daughters, Mrs. Julia Smith of Manistique and Linda.



William Newton Thomas, 64, died onboard the Sealand SS *Consumer* at Port Elizabeth, N.J. on Sept. 10, 1981. Brother Thomas joined the SIU in the port of

Baltimore in 1955 sailing on deck and as a ship's delegate. He sailed 35 years. He was an infantry veteran of the U.S. Army in World War II. Seafarer Thomas was born in Savannah, Ga. and was a resident there. Burial was in the Bonaventure Cemetery, Savannah. Surviving are his widow, Dorothy; two brothers, Charles and Harold, both of Savannah and four sisters, Mrs. Lorene Hallman of Mobile, Marie, Mrs. Mercy L. Sanders and Mrs. Santino Moschetti, both of Savannah.



Pensioner George Dakis, 73, succumbed to a heart attack in the State Hospital, Piraeus, Greece on Mar. 24. Brother Dakis joined the SIU in 1949 in the

port of New York sailing as an AB. He sailed 46 years. And he was a veteran of the Greek Navy before World War II. Seafarer Dakis was born in Smyrna, Greece and was a resident of Piraeus. Interment was in the Anastasis Cemetery, Piraeus. Surviving are his widow, Angeline and two sons, Nicholas and Apostolos of New York City.



David N. Pontes, 58, died in Charlton Hospital, Fall River, Mass. on Feb. 28. Brother Pontes joined the SIU in the port of Philadelphia in

1972 sailing as an AB deep sea in 1968 and inland on the *Tug Cougar* (Mariner Towing) from 1975 to 1979 and on the *Tug Delaware* (IOT) from 1979 to 1980. He began sailing for IOT in 1970 and sailed for a total of 31 years. Boatman Pontes was a veteran of the U.S. Navy in World War II. Born in Fall River, he was a resident of Westport, Mass. Burial was in Beech Grove Cemetery, Westport. Surviving are his widow, Dorothy and his father, Alvaro.



Pensioner William Earl Smith, 68, passed away from a stroke at home in Mobile on Mar. 16. Brother Smith joined the SIU in 1945 in the port of New York

sailing as a chief steward. He was a veteran of the U.S. Army in World War II. Seafarer Smith was born in Massachusetts. Interment was in the Mobile Gardens Cemetery. Surviving are his widow, Lona; two sons, John and William Jr. and three daughters, Barbara of Selma, Ala., Katie and Carlee.

Pensioner Joseph Preston Yardon, 84, passed away from heart disease at home in San Francisco on Jan. 13. Brother Yardon sailed for the MC&S for 43 years. He was born in Missouri. Burial was in Lynhurst Cemetery, Knoxville, Tenn. Surviving are a sister, Mrs. Vera Wilcox and two nephews, John and James Brock, all of Knoxville.



Pensioner Peter J. Bakarich, Sr., 66, of Boonton, N.J., died Dec. 18, 1981 after a short illness. Born in Hoboken, N.J., Brother Bakarich

was a tugboat deckhand for more than 40 years in the Marine Dept. of the Erie-Lackawanna Railroad in Hoboken before his retirement in 1977. Brother Bakarich is survived by his wife, Helen; his daughter, Mary Ann Travis, of Denver, Col.; two sons, Peter, Jr. of Clifton, N.J. and John of Boonton, N.J.; two stepsons, Peter Pawlikowski of Boonton and Gerald Pawlikowski of McAfee, N.J.; a brother, John, of Jersey City, N.J.; two sisters, Anna Turcic of Hoboken and Elizabeth DePalma of Moris Plains, N.J.; and six grandchildren.



Richard Rogers, 55, died on Apr. 28. Brother Rogers joined the SIU in the port of Baltimore in 1957 sailing as a FOWT. He sailed 38 years. Seafarer Rogers was a veteran of the U.S. Army in the Korean War

serving as a corporal in the 72nd Ordnance Co. at Schofield Barracks, Hawaii. And he was awarded the Korean Service, UN Service and National Defense Service Medals for his wartime service. A native of Mt. View, Hawaii, he was a resident of Olongapo City, P.I. Surviving are his widow, Tessie; three daughters, Nidia of Pasay City, P.I., Rucarzita and Veronidia and his mother, Mary of Hilo, Hawaii.



Pensioner Philip Swing, 67, succumbed to cancer at home in Gretna, La. on Mar. 18. Brother Swing joined the SIU in 1939 in the port of New Orleans

sailing in the steward department. He received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Steel Surveyor*. Seafarer Swing was born in New Orleans. Burial was in the McDonogh Cemetery, Gretna. Surviving are his widow, Helen and two daughters, Helen and Lillian.



Cecil Bancroft Thomas, 72, passed away from heart failure at sea aboard the *SS Boston* (Sealand) on Mar. 15. Brother Thomas joined the SIU in 1948 in the port of

New York sailing as a chief cook. He walked the picketlines in the 1961 N.Y. Harbor beef and the 1965 District Council 37 strike. Seafarer Thomas was born in Kingston, Jamaica, B.W.I. and was a resident of Brooklyn, N.Y. Interment was in the Evergreen Cemetery, Brooklyn. Surviving are his widow, Elaine and a sister, Agnes.

Pensioner Edward Henry Smith, 80, passed away from a stroke at home in Toledo, Ohio on Jan. 11. Brother Smith sailed on the Great Lakes. He was born in Michigan. Burial was in the Toledo Park Cemetery. Surviving are his widow, Linda and a brother, Floyd of Port Huron, Mich.



Pensioner William Arthur Hamlin Jr., 67, drowned at Daytona Beach, Fla. on Nov. 2, 1981. Brother Hamlin joined the SIU in the port of New Orleans in 1953 sailing in the steward department. He was born in Syracuse, N.Y. and was a resident of Holly Hill, Fla. Burial was in Edgewater (Fla.) Cemetery. Surviving are his stepfather, Frank Stuart and a nephew, Joseph A. Stuart, both of Holly Hill.



Pensioner Charles Edward Gallagher, 69, passed away on Jan. 12. Brother Gallagher joined the Union in the port of New York in 1964 sailing as a chief pumpman on the Great Lakes. He sailed 37 years. Laker Gallagher was born in Scammon, Kan. and was a resident of Saline, Mich. Surviving are his widow, Anna and a daughter, Mrs. Delores Duffy of Lafayette, Calif.



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Pensioner Augustin German Diaz, 75, passed away from cancer at home in Tampa on Dec. 22, 1981. Brother Diaz joined the SIU in 1939 in the port of New York sailing as a FOWT. He was born in Puerto Rico. Burial was in Woodlawn Cemetery, Tampa. Surviving is his widow, Sofia.



Pensioner Derek Lamb, 50, died at home in Jacksonville on Jan. 4. Brother Lamb joined the SIU in the port of New Orleans in 1951 sailing as a bosun. He was born in Leigh, England. Cremation took place in the East Coast Crematory, Jacksonville. Surviving are his widow, Joyce; a son, Floyd and his mother, Hannah of Leigh Lanes, Lancaster, England.



Pensioner Antonio Irizarry, 65, passed away from natural causes in the Long Island College Hospital, Brooklyn, N.Y. on Feb. 9. Brother Irizarry joined the SIU in 1940 in the port of New York sailing as a chief cook. He hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. Seafarer Irizarry was born in Puerto Rico and was a resident of Brooklyn. Interment was in Linden Hill German Methodist Cemetery, Brooklyn. Surviving are his widow, Blanca and a daughter, Carmen.



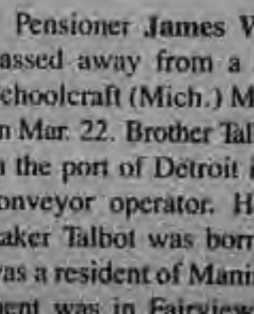
Pensioner Morris Edward Eckard Jr., 29, died of injuries sustained in a truck-car collision in Williams, Ariz. on Jan. 5. Brother Eckard joined the SIU in the port of New York in 1978 sailing as an OS. He was a former member of the Ironworkers Union, Local 79. And he was a veteran of the U.S. Army in the Vietnam War. Seafarer Eckard was born in Norfolk and was a resident of Chesapeake, Va. Surviving are his mother, Geneva of Chesapeake and a sister, Colleen of Richmond, Va.



Pensioner Thomas Edgar Frazier, 57, died of a liver ailment in the Rockingham Hospital, Harrisonburg, Va. on Jan. 22. Brother Frazier joined the SIU in 1947 in the port of Baltimore sailing as a FOWT. He was a veteran of the U.S. Navy in World War II. Seafarer Frazier was born in Virginia and was a resident of Elkton, Va. Interment was in Elk Run Cemetery, Elkton. Surviving are his daughter, Tammy of Elkton and his parents, Mr. and Mrs. John and Virginia Frazier, also of Elkton.



Pensioner Lindsey Vernon Thompson, 60, died of lung failure in the Livermore (Calif.) U.S. Veterans Administration Hospital on Mar. 22. Brother Thompson joined the SIU in the port of Seattle in 1969 sailing as a chief electrician and QMED. He sailed 17 years. And was a veteran of the U.S. Navy in World War II. Seafarer Thompson was born in Quinlan, Tex. and was a resident of Modesto, Calif. Interment was in the Lakewood Park Cemetery, Hughson, Calif. Surviving are a son, Robert, two daughters, Elizabeth and Mrs. Sharon Emig of Stockton, Calif. and his mother, Salona of Modesto.



Pensioner James Wilfrid Talbot, 78, passed away from a heart attack in the Schoolcraft (Mich.) Medical Care Facility on Mar. 22. Brother Talbot joined the Union in the port of Detroit in 1960 sailing as a conveyor operator. He sailed 41 years. Laker Talbot was born in Wisconsin and was a resident of Manistique, Mich. Interment was in Fairview Cemetery, Manistique. Surviving are a son, Kenneth and two daughters, Mrs. Julia Smith of Manistique and Linda.



Pensioner William Newton Thomas, 64, died onboard the Sea-Land SS *Consumer* at Port Elizabeth, N.J. on Sept. 10, 1981. Brother Thomas joined the SIU in the port of Baltimore in 1955 sailing on deck and as a ship's delegate. He sailed 35 years. He was an infantry veteran of the U.S. Army in World War II. Seafarer Thomas was born in Savannah, Ga. and was a resident there. Burial was in the Bonaventure Cemetery, Savannah. Surviving are his widow, Dorothy, two brothers, Charles and Harold, both of Savannah and four sisters, Mrs. Lorene Hallman of Mobile, Marie, Mrs. Mercy L. Sanders and Mrs. Santino Moschetti, both of Savannah.



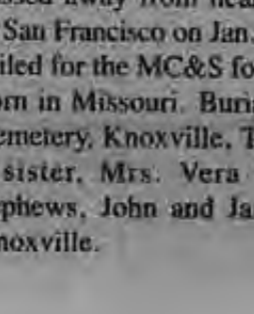
Pensioner George Dakis, 73, succumbed to a heart attack in the State Hospital, Piraeus, Greece on Mar. 24. Brother Dakis joined the SIU in 1949 in the port of New York sailing as an AB. He sailed 46 years. And he was a veteran of the Greek Navy before World War II. Seafarer Dakis was born in Smyrna, Greece and was a resident of Piraeus. Interment was in the Anastasis Cemetery, Piraeus. Surviving are his widow, Angelina and two sons, Nicholas and Apostolos of New York City.



Pensioner David N. Pontes, 58, died in Charlton Hospital, Fall River, Mass. on Feb. 28. Brother Pontes joined the SIU in the port of Philadelphia in 1972 sailing as an AB deep sea in 1968 and inland on the *Tug Cougar* (Mariner Towing) from 1975 to 1979 and on the *Tug Delaware* (IOT) from 1979 to 1980. He began sailing for IOT in 1970 and sailed for a total of 31 years. Bosun Pontes was a veteran of the U.S. Navy in World War II. Born in Fall River, he was a resident of Westport, Mass. Burial was in Beech Grove Cemetery, Westport. Surviving are his widow, Dorothy and his father, Alvaro.



Pensioner William Earl Smith, 68, passed away from a stroke at home in Mobile on Mar. 16. Brother Smith joined the SIU in 1945 in the port of New York sailing as a chief steward. He was a veteran of the U.S. Army in World War II. Seafarer Smith was born in Massachusetts. Interment was in the Mobile Gardens Cemetery. Surviving are his widow, Lonca, two sons, John and William Jr. and three daughters, Barbara of Selma, Ala., Katie and Carlee. Agnes.



Pensioner Joseph Preston Yardon, 84, passed away from heart disease at home in San Francisco on Jan. 13. Brother Yardon sailed for the MC&S for 43 years. He was born in Missouri. Burial was in Lynhurst Cemetery, Knoxville, Tenn. Surviving are a sister, Mrs. Vera Wilcox and two nephews, John and James Brock, all of Knoxville.



Pensioner Peter J. Bakarich, Sr., 66, of Boonton, N.J., died Dec. 18, 1981 after a short illness. Born in Hoboken, N.J., Brother Bakarich was a tugboat deckhand for more than 40 years in the Marine Dept. of the Erie-Lackawanna Railroad in Hoboken before his retirement in 1977. Brother Bakarich is survived by his wife, Helen; his daughter, Mary Ann Travis, of Denver, Col.; two sons, Peter, Jr. of Clifton, N.J. and John of Boonton, N.J.; two stepsons, Peter Pawlikowski of Boonton and Gerald Pawlikowski of McAfee, N.J.; a brother, John, of Jersey City, N.J.; two sisters, Anna Turcic of Hoboken and Elizabeth DePalma of Morris Plains, N.J.; and six grandchildren.



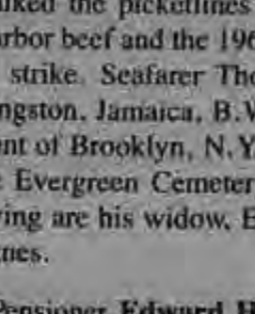
Pensioner Richard Rogers, 55, died on Apr. 28. Brother Rogers joined the SIU in the port of Baltimore in 1957 sailing as a FOWT. He sailed 38 years. Seafarer Rogers was a veteran of the U.S. Army in the Korean War serving as a corporal in the 72nd Ordnance Co. at Schofield Barracks, Hawaii. And he was awarded the Korean Service, UN Service and National Defense Service Medals for his wartime service. A native of Mt. View, Hawaii, he was a resident of Olongapo City, P.I. Surviving are his widow, Tessie; three daughters, Nidia of Pasay City, P.I., Rucarzita and Veronidia and his mother, Mary of Hilo, Hawaii.



Pensioner Phillip Swing, 67, succumbed to cancer at home in Gretna, La. on Mar. 18. Brother Swing joined the SIU in 1939 in the port of New Orleans sailing in the steward department. He received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Steel Surveyor*. Seafarer Swing was born in New Orleans. Burial was in the McDonogh Cemetery, Gretna. Surviving are his widow, Helen and two daughters, Helen and Lillian.



Pensioner Cecil Baneroff Thomas, 72, passed away from heart failure at sea aboard the *SS Boston* (Sea-Land) on Mar. 15. Brother Thomas joined the SIU in 1948 in the port of New York sailing as a chief cook. He walked the picketlines in the 1961 N.Y. Harbor beef and the 1965 District Council 37 strike. Seafarer Thomas was born in Kingston, Jamaica, B.W.I. and was a resident of Brooklyn, N.Y. Interment was in the Evergreen Cemetery, Brooklyn. Surviving are his widow, Elaine and a sister, Agnes.



Pensioner Edward Henry Smith, 80, passed away from a stroke at home in Toledo, Ohio on Jan. 11. Brother Smith sailed on the Great Lakes. He was born in Michigan. Burial was in the Toledo Park Cemetery. Surviving are his widow, Linda and a brother, Floyd of Port Huron, Mich.



Pensioner Roy Mack Jr., 34, was lost at sea when the *ST Golden Dolphin* sank on Mar. 6. Brother Mack joined the SIU after his graduation from Piney Point in 1969. He sailed as an AB and was a veteran of the U.S. Navy in the Vietnam War. Seafarer Mack was born in Mobile and was a resident there. Surviving are his widow, Georgia; a daughter, Octavia; his mother, Mrs. Mattie Perkins of Mobile and two sisters, Mrs. Carolyn Freeman of Newark, N.J. and Alma of Mobile.



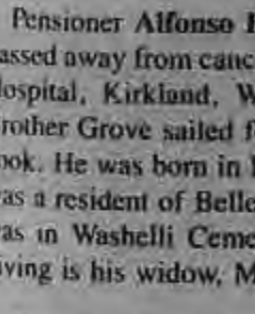
Pensioner Frank Mamerto, 69, passed away on Apr. 3. Brother Mamerto joined the SIU in the port of New Orleans in 1956 sailing as a chief steward. He sailed 48 years. Seafarer Mamerto was a veteran of the U.S. Coast Guard in World War II. A native of the Philippine Is., he was a resident of Metairie, La. Surviving are his widow, Marinette; a son, Frank Jr. and three daughters, Maria, Regina and Ann Rose of Ocean Springs, Miss.



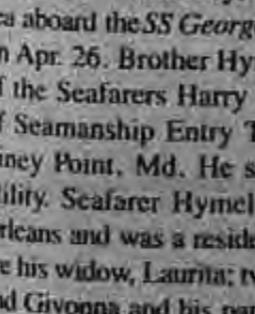
Pensioner Larry John Markkanen, 79, passed away on Apr. 28. Brother Markkanen joined the SIU in the port of New York in 1955 sailing as an AB. He sailed 52 years. Seafarer Markkanen was born in Raussa, Finland and was a resident of San Francisco. Surviving is a son, John of Rosedale, Queens, New York City.



Pensioner Leonard John Martin, 54, was lost at sea when the *ST Golden Dolphin* sank on Mar. 6. Brother Martin joined the SIU in the port of San Francisco in 1958 sailing as an AB and ship's chairman. He sailed inland with G & H Towing in 1974. Seafarer Martin was a veteran of the U.S. Army in World War II. Born in Michigan, he was a resident of Jacksonville. Surviving are his widow, Anne and his mother, Mrs. Delia Ayotte of Manistique, Mich.



Pensioner Alfonso Buddy Grove, 73, passed away from cancer in the Evergreen Hospital, Kirkland, Wash. on Mar. 27. Brother Grove sailed for the MC&S as a cook. He was born in Helena, Mont. and was a resident of Bellevue, Wash. Burial was in Washelli Cemetery, Seattle. Surviving is his widow, Merie.



Pensioner Warren Willie Hymel Jr., 36, died at sea aboard the *SS George Wynhe* (Waterman) on Apr. 26. Brother Hymel was a graduate of the Seafarers Harry Lundeberg School of Seamanship Entry Trainee Program at Piney Point, Md. He sailed as an engine utility. Seafarer Hymel was born in New Orleans and was a resident there. Surviving are his widow, Laurita; two daughters, Terna and Givonna and his parents, Mr. and Mrs. Warren and Frances Hymel Sr.



Pensioner Vincent Charles Michel, 84, succumbed to cancer in a nursing home on Apr. 22. Brother Michel joined the SIU in 1947 in the port of New Orleans sailing in the steward department. He also sailed during World War II. Seafarer Michel was born in Plackeman, La. and was a resident of Meroux, La. Surviving are his widow, Josephine and a daughter, Mrs. Marian M. Castro of Meroux.



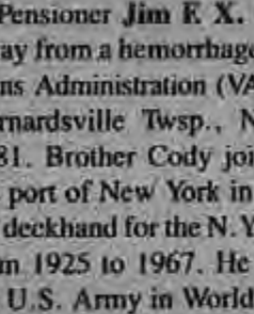
Pensioner James Michael Du Hadaway, 25, died of heart-lung failure in the Natick Hospital, Seaford, Del. on Feb. 15. Brother Du Hadaway joined the SIU following his graduation from the Lunenburg School, Piney Point, Md. in 1975. He upgraded to FOWT there in 1977. Seafarer Du Hadaway was a volunteer fireman for the Christiana (Del.) Fire Co. A native of Miami, Fla., he was a resident of Laurel, Del. Burial was in Cathedral Cemetery, Wilmington, Del. Surviving are his widow, Sharon; a daughter, Crystal; his mother, Mrs. Marion E. Calleo of Newark, Del. and his father, Seafarer and Chief Engineer Henry A. Du Hadaway, Sr.



Pensioner Nevin Ernest Ellis, 72, passed away on Apr. 10. Brother Ellis joined the SIU in 1939 in the port of Tampa sailing as a bosun. Brother Ellis sailed 39 years. He was a veteran of the U.S. Navy before World War II. He was an ironworker also. Seafarer Ellis hit the bricks in the 1961 Greater N.Y. Harbor beef. Born in Florida, he was a resident of Tampa. Surviving are a son, William and two daughters, Mrs. Barbara E. Burrill of Tampa and Frances.



Pensioner Rufino Santos Felipe, 70, passed away from a heart attack in the Seattle USPHS Hospital on Mar. 5. Brother Felipe joined the SIU in the port of Seattle in 1960 sailing as an AB. He sailed 35 years. Seafarer Felipe was born in Manila, P.I. and was a resident of Seattle. Cremation took place in Seattle. Surviving are a sister, Mrs. Flora de la Cruz of New London, Conn., and an uncle, Pedro D. Santos Jr. of Sacramento, Calif.



Pensioner Jim R. X. Cody, 80, passed away from a hemorrhage in the Lyons Veterans Administration (VA) Medical Center, Bernardsville Twp., N.J. on Nov. 18, 1981. Brother Cody joined the Union in the port of New York in 1960 sailing as a 1st deckhand for the N.Y. Central Railroad from 1925 to 1967. He was a veteran of the U.S. Army in World War II. Bosun Cody was born in New York City and was a resident of South Bound Brook, N.J. Interment was in St. Joseph's Cemetery, Bridgewater, N.J. Surviving are his widow, Catherine; a son, Jim Jr. and two daughters, Catherine and Mary.



Pensioner Thomas Edwin Freeman, 68, died in New Orleans on Mar. 21. Brother Freeman joined the SIU in the port of Houston in 1960 sailing as a chief pumpman. He was a former member of the SUP. Seafarer Freeman sailed 36 years. And he was a wounded veteran at Okinawa of the U.S. Navy in World War II sailing on the destroyer *USS Newcomb*. He was born in Illinois and was a resident of New Orleans. Burial was in the Jefferson Gardens Cemetery, St. Rose, La. Surviving are his widow, Ruth and a daughter, Marilyn of Centrail, Ill.



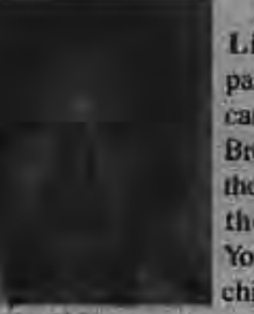
Pensioner Ralph Armstrong, 62, died of natural causes at home in Shelby, Ala. on Mar. 13. Brother Armstrong joined the SIU in 1946 in the port of New Orleans sailing as an AB. He upgraded at Piney Point in 1973. Seafarer Armstrong was a veteran of the U.S. Navy in World War II. He was born in Birmingham, Ala. Burial was in Valhalla Cemetery, Bessemer, Ala. Surviving are a brother, John and a sister, Mrs. D. Zelma Hall, both of Brighton, Ala.



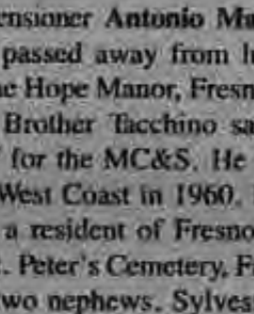
Recertified Bosun Norman Francis Beavers, 55, was lost at sea when the *ST Golden Dolphin* sank on Mar. 6. Brother Beavers joined the SIU in the port of New Orleans in 1958. He graduated from the Union's Recertified Bosuns Program in March 1974. Seafarer Beavers sailed 36 years, and was a veteran of the U.S. Navy in World War II. Born in West Virginia, he was a resident of Slidell, La. Surviving are his widow, Alma and a daughter, Debra.



Pensioner Julian Brykczynski, 78, passed away on Apr. 20. Brother Brykczynski joined the SIU in 1947 in the port of Baltimore sailing as a deck engineer. He was born in Poland and was a resident of Baltimore. Surviving is his widow, Aniela.



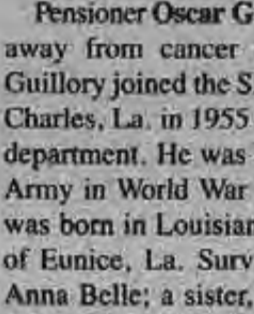
Pensioner Do Lieb Chen, 77, passed away from cancer on Mar. 30. Brother Chen joined the SIU in 1943 in the port of New York sailing as a chief cook. He was born in China, was a naturalized U.S. citizen and a resident of Houston. Surviving is his widow, Ho Foo of Shantung, China.



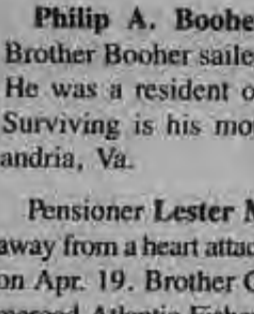
Pensioner Antonio Marcello Tacchino, 83, passed away from lung-heart failure in the Hope Manor, Fresno, Calif. on Feb. 23. Brother Tacchino sailed as a pastry chef for the MC&S. He first sailed from the West Coast in 1960. Born in Italy, he was a resident of Fresno. Interment was in St. Peter's Cemetery, Fresno. Surviving are two nephews, Sylvester and Joseph a niece, Mrs. Jennie Pascucci, all of Fresno.



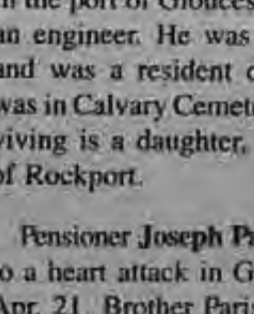
Pensioner Julian Jacinto Vista, 95, passed away from pneumonia in the Presentac-Merletto Hospital, Kalibbe, P.I., on Feb. 6. Brother Vista joined the SIU in 1939 in the port of San Pedro, Calif. sailing as a chief cook. He sailed 41 years. Seafarer Vista was on the picketline in the 1965 District Council 65 beef. And he was a veteran of the U.S. Army in World War I. A native of Bugasomp, Antique, P.I., he was a resident of Kalibbe Aklan, P.I. Interment was in the Tangalan (P.I.) Catholic Cemetery. Surviving are his widow, Vitalina and two daughters, Barbara and Patricia.



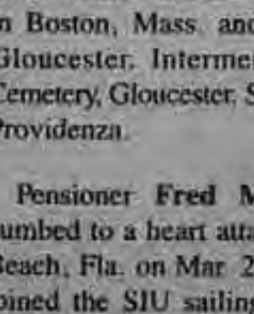
Pensioner Oscar Guillory Jr., 70, passed away from cancer on Mar. 4. Brother Guillory joined the SIU in the port of Lake Charles, La. in 1955 sailing in the steward department. He was a veteran of the U.S. Army in World War II. Seafarer Guillory was born in Louisiana and was a resident of Eunice, La. Surviving are his widow, Anna Belle; a sister, Mrs. Ivy Smith and a granddaughter, Angela R. Bonin, both of Eunice.



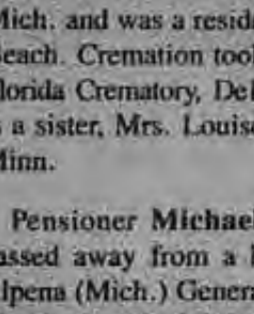
Pensioner Philip A. Boober died on Apr. 16. Brother Boober sailed as an engine utility. He was a resident of Gaithersburg, Md. Surviving is his mother, Sarah of Alexandria, Va.



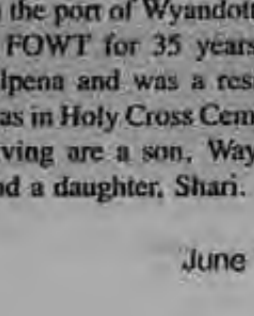
Pensioner Lester M. Gray, 71, passed away from a heart attack in Rockport, Mass. on Apr. 19. Brother Gray joined the SIU-merged Atlantic Fishermen's Union (AFU) in the port of Gloucester, Mass. sailing as an engineer. He was born in Gloucester and was a resident of Rockport. Burial was in Calvary Cemetery, Gloucester. Surviving is a daughter, Mrs. Gloria Quinn of Rockport.



Pensioner Joseph Parisi, 72, succumbed to a heart attack in Gloucester, Mass. on Apr. 21. Brother Parisi, a member of the AFU worked as a fisherman. He was born in Boston, Mass. and was a resident of Gloucester. Interment was in Calvary Cemetery, Gloucester. Surviving is a widow, Providenza.



Pensioner Fred M. Leonard, succumbed to a heart attack in New Smyrna Beach, Fla. on Mar. 28. Brother Leonard joined the SIU sailing as an AB during World War II. He was born in Houghton, Mich. and was a resident of New Smyrna Beach. Cremation took place in the Mid-Florida Crematory, Deland, Fla. Surviving is a sister, Mrs. Louise Gould of Duluth, Minn.



Pensioner Michael Leo Kraft, 77, passed away from a heart attack in the Alpena (Mich.) General Hospital on Apr. 18. Brother Kraft joined the SIU in 1938 in the port of Wyandotte, Mich. sailing as a FOWT for 35 years. He was born in Alpena and was a resident there. Burial was in Holy Cross Cemetery, Alpena. Surviving are a son, Wayne of Alvin, Tex. and a daughter, Shari.

SUMMARY ANNUAL REPORT FOR PMA PENSION PLAN

This is a summary of the annual report for the SIU Pacific District PMA Pension Plan. Employer Identification No. 94-6061923, for the year ended July 31, 1981. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 ERISA.

Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$15,808,795. These expenses included \$545,118 in administrative expenses, and \$15,263,677 in benefits paid to participants and beneficiaries. A total of 9,115 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$92,567,186 as of the end of the plan year compared to \$103,393,588 as of the beginning of the plan year. During the plan year, the plan experienced a decrease in its net assets of \$10,826,402. This decrease included unrealized depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of the assets acquired during the year. The plan had total income of

\$20,819,452, including employer contributions of \$9,834,516, a net gain of \$8,305 from the sale of assets, earnings from investments of \$10,968,147, and miscellaneous income of \$8,484.

Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Assets held for investment;
3. Transactions in excess of three (3) percent of plan assets; and
4. Actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report or any part thereof, write or call the office of the Plan Administrator, 522 Harrison Street, San Francisco, California 94105, telephone (415) 362-8363. The charge to cover copying costs will be \$4.00 for the full annual report, or \$0.10 per page for any part thereof.

You also have the right to receive from the Plan Administrator, on request and at no charge, a statement of the assets and liabilities of the plan and

accompanying notes, and/or statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan Administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at

the main office of the plan, 522 Harrison Street, San Francisco, California 94105, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to:

Public Disclosure Room, N4677
Pension and Welfare Benefit Program
Department of Labor
200 Constitution Avenue, N.W.
Washington, D.C. 20216

Can't Keep Joe Rauch Away From the River



SIU Boatman Joe Rauch, right, retired nine years ago after 50 years of working on tugs, over 20 of them with SIU-contracted Crescent Towing of New Orleans. But Joe couldn't stay away from the River. He's been working as a security guard for Crescent recently. Here he gives an old friend, SIU rep Jimmy Martin a "hard time" at the Company's office. Joe is 75.

KNOW YOUR RIGHTS

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of Union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the employers, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Angus "Red" Campbell
Chairman, Seafarers Appeals Board
275 - 20th Street, Brooklyn, N.Y. 11215

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard your ship or boat. Know your contract rights, as well as your obligations, such as filing for DT on the proper sheets and in the proper manner. If, at any time, any SIU

KNOW YOUR RIGHTS



patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY — THE LOG. The Log has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1969, meetings in all constitutional ports. The responsibility for Log policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to Union headquarters.

KNOW YOUR RIGHTS

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify Union headquarters.

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, and American trade union concepts.

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Frank Drozak at Headquarters by certified mail, return receipt requested. The address is 675 - 4th Avenue, Brooklyn, N.Y. 11232.

SUMMARY ANNUAL REPORT FOR PMA PENSION PLAN

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\$20,819,452, including employer contributions of \$9,834,516, a net gain of \$8,305 from the sale of assets, earnings from investments of \$10,968,147, and miscellaneous income of \$8,484.

Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. An accountant's report;
2. Assets held for investment;
3. Transactions in excess of three (3) percent of plan assets; and
4. Actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report or any part thereof, write or call the office of the Plan Administrator, 522 Harrison Street, San Francisco, California 94105, telephone (415) 362-8363. The charge to cover copying costs will be \$4.00 for the full annual report, or \$0.10 per page for any part thereof.

You also have the right to receive from the Plan Administrator, on request and at no charge, a statement of the assets and liabilities of the plan and

accompanying notes, and/or statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the Plan Administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at

the main office of the plan, 522 Harrison Street, San Francisco, California 94105, and at the U.S. Department of Labor in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department of Labor should be addressed to:

Public Disclosure Room, N4677 Pension and Welfare Benefit Program Department of Labor 200 Constitution Avenue, N.W. Washington, D.C. 20216

Can't Keep Joe Rauch Away From the River



SIU Boatman Joe Rauch, right, retired nine years ago after 50 years of working on tugs, over 20 of them with SIU-contracted Crescent Towing of New Orleans. But Joe couldn't stay away from the River. He's been working as a security guard for Crescent recently. Here he gives an old friend, SIU rep Jimmy Martin a "hard time" at the Company's office. Joe is 75.

KNOW YOUR RIGHTS

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of Union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the employers, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Angus "Red" Campbell
Chairman, Seafarers Appeals Board
275 - 20th Street, Brooklyn, N.Y. 11215

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard your ship or boat. Know your contract rights, as well as your obligations, such as filing for OI on the proper sheets and in the proper manner. If, at any time, any SIU

KNOW YOUR RIGHTS



patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY — THE LOG. The Log has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed in all constitutional ports. The responsibility for Log policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment he made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to Union headquarters.

KNOW YOUR RIGHTS

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify Union headquarters.

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, and American trade union concepts.

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Frank Drozak at Headquarters by certified mail, return receipt requested. The address is 675 - 4th Avenue, Brooklyn, N.Y. 11232.

Liberty Shipmates Relive D-Day Once A Year

THE two live diametrically different lives these days. But once a year, come hell or high water, they get back together on or about June 6 to "re-plot the Normandy invasion" of the same day in 1944.

They were in the thick of things that day 38 years ago on the Liberty ship *Thomas Wolfe* carrying heavy armor for the "incredibly brave" troops who stormed the beaches.

"It was an experience of a lifetime," recalls Lou Cirignano, then a messman on the *Thomas Wolfe*, but who has been teaching school for the past 17 years.

"If it was today," chimed in Red Campbell, now an SIU vice president, "I'd be looking for the thickest part of the ship. But as a 21-year old AB, I had to be on deck to be a part of it because we knew it would turn the War in our favor for good."

For sure, they and the rest of the crew of the *Thomas Wolfe* were an important part of the D-Day invasion. The *Wolfe* made 14 round trips from Southampton, England to the Normandy beachheads with troops and supplies. The crew worked 'round the clock discharging the vital machinery onto Navy "rhinos." She made 12 more trips up-river to Rouen, France with supplies after engineers had cleared the Seine River channel of scuttled ships left by the Germans.

"The most incredible thing of all," says Campbell, "is that we never got hit the whole time. Ships around us were being bombed, strafed, torpedoed, deactivated by acoustic mines drawn into the screw by the propeller's vibrations and God knows what else. But we were lucky."



Old Liberty shipmates Red Campbell, left, and Lou Cirignano "re-plot" the Normandy invasion at their annual get together recently. The two made 14 trips from England to the Normandy beaches on the *Thomas Wolfe* in support of the Allied invasion force.

The two men also look back with a great deal of fondness for their shipmates on the *Wolfe*. Says Campbell, "the deck and steward gangs were mostly from New York. The engine crew were all from Georgia and points South. World War II may have been raging around us, but on our ship we were still fighting the Civil War."

Recalls Cirignano, "sometimes I think there was more action in the mess than on the beaches."

They also remember with a smile listening to the 1944 World Series between the St. Louis Browns and the St. Louis Cardinals "fighting a 60 mile an hour gale," and taking on one of their trips up-river a troop of 50 nurses and an entire radio station for Armed Forces Radio.

The typical wartime Liberty had a civilian crew of 28 unlicensed and 9 officers and a Navy crew of 20 gunners and 3 security officers.

Campbell recalls with a wide grin, "the only thing the security guys did was play bridge and cribbage. They were there mainly to watch the cargoes. You know, Americans are great souvenir hunters. If it wasn't for the security people our guys would have probably unscrewed propellers off the planes to bring home and put in their backyards."

Before the two returned to their separate lives after their meeting earlier this month, they quietly reflected on things other than simple memories. They recalled their friends and brothers lost at sea during the War and those who passed away in the years since. And they gave thought to the events that determined their own lives after D-Day.

Lou Cirignano shipped until 1950 with the SIU, went to college and began a teaching career in New Jersey. He still keeps his SIU book up-to-date. He affirms, "even though I haven't shipped in years, I still feel very close to the SIU. My experiences with our Union are things that money can't buy. I learned strong values at sea and came to understand the meaning of comradeship and trust. My heart will always be with the men and women

of the SIU."

Red Campbell continued to ship for many years after the War. He accumulated more than 17 years seafaring before coming ashore to work for the Union in Philadelphia, Puerto Rico and now in New York.

"After the War," says Red, "I went back to my hometown of Pittsburgh. My mother told me I had done my part for my country and tried to get me to go back to school. I told her, 'Ma, just one more trip!'"

BOSUN RECERTIFICATION

SIU has a dozen more Recertified Bosuns in its ranks after the 12 deck experts graduated from the Bosun's program at the general membership meeting in New York on June 7, 1982.

This was the second class of Recertified Bosuns to graduate this year. The third and final class for 1982 is scheduled to begin August 9, 1982 at Piney Point.

In all, the Bosuns spent two months (one in Piney Point and one at Union Headquarters) acquiring an in-depth knowledge of the problems facing the U.S. maritime industry and the programs the SIU is involved in to reverse the decline of the U.S. fleet.

The program included a tour of the SIU's Washington, D.C. operation, where they met with several members of the Union's legislative team.

They also received training in cardiopulmonary resuscitation and had classes on the changing technological trends in the maritime industry.

They also got a complete rundown of how the SIU headquarters operation works, including classes on Pension, Welfare, Vacation, political action and much more.

The SIU is proud to have these men aboard as Recertified Bosuns and ship's chairmen.



C. L. Hickenbottom

James Mann

Clifford Perrella

Roger Pinkham

Andrew Hudimac

Charles F. Beverly

Clyde Kent

Bin Ahmad

Luigi Allelusa

Norwood Bryant

James Rogers

William Kratsas

LETTERS



TO THE EDITOR

Independence Crew a Credit

I would like to take this opportunity to express my sincere appreciation for the courteous and excellent services rendered me on occasion of my trip March 6, 1982, aboard the **SS Oceanic Independence**.

The excellent and courteous services by Sam Nazario, his staff of waiters, bedroom stewards, Leimoni Post, and all members of the crew reflects signal credit upon themselves, the SIU, and American Hawaii Cruise Lines.

I believe American flag passenger ships have a new start, and with crews like you have on the **Oceanic Independence** I am sure more American flag passenger ships will be in demand.

Sincerely,
LOCKE ENTERPRISES, INC.
G. Joseph Locke
President and Chairman of the Board
Lake Oswego, Oregon

Drydocked Seafarer Needs 'Support'

I am a member of SIU and hospitalized in Atascadero, Ca. I need reassurance and support from my brothers and sisters of the union.

In 1979 I fell down 35 feet of stairs and since have been fighting to keep a sense of purpose and direction. I want to return to sea again. It looks like a long haul because of the epileptic seizures. I try not to be despondent and I suppose if it weren't for the doctors and nurses here with their encouragement, I'd lose hope and stay depressed. I've been keeping faith, in God as well as myself. Someday I'll be aboard a ship and resume the life I want.

In the meantime, I'd appreciate hearing from SIU people who are out there. It's boring here in the hospital. I see other patients here receive letters, cards, packages of confections and cigarettes and it makes me lonely. I want to stay in touch with my "family," of the SIU.

Thanks for conveying the message.

Fraternally,
Harold Younce
P.O. Box A
Atascadero, Calif.

Thanks for Kindness

I wish to thank the SIU and New Orleans Agent Gerry Brown for all his many kindnesses during and after the death of my brother Charlie Simmons, an SIU pensioner. I received a very nice letter from Waterman Steamship, plus color photos of the burial at sea and the flag that was used in the services. My gratitude to Gerry Brown for arranging these services for me is more than I can put on paper. So I'll just say many, many thanks again.

Sincerely,
Thelma Leonard
New Orleans

Chicago Sec'y Retires With Fond Memories

The inevitable has come! April 23, 1982 was my last day as secretary for the SIU's Chicago branch office. Usually a person looks forward to retirement. But now that it has happened to me it's such a sad feeling.

Having answered a "Help Wanted" ad in our local newspaper for a "Gal Friday" at \$75.00 a week, Scottie Aubusson, former port agent in Chicago, hired me over several applicants in April 1961.

I'll never forget that morning when I climbed a long stairway to the 2nd floor and opened the door to two large waiting rooms filled to capacity with men. I quickly shut the door, my heart pounding from embarrassment and started to go back down and forget the interview. But then, my motto was always "if she can do it, I can do it," so I took the challenge and went back.

There were men lying in cots on the floor. I stepped over a few and smiled at the many sitting on the benches and chairs set up in the hall. I later learned that a strike was taking place and those asleep on the cots were resting from picket duty.

Scottie Aubusson was a charming, talkative gentleman and while interviewing me, stopped many times to answer the two phones ringing at the same time. It was a constant flood of calls. Then that monstrous noisy teletype clicking away to where I told myself I could never do the job. A couple of other ladies walked in for the interview and Scottie talked me into accepting his offer of the job and he politely told the ladies the offer was closed.

The very first day I reported to the office, Scottie was in Wisconsin fitting out ships for the beginning of the new season and I was greeted by his "night man" who was to show me what to do. I was totally afraid of that teletype. I didn't send a message for two weeks until Scottie reported back from his trip.

The "good ole days" are gone forever. Our Chicago hall was known to Lakes and deep sea sailors alike, for its "soup kitchen", never turning away the distressed seaman. The night man was always someone who could cook up a huge pot of soup, stew, chili or whatever. The line would form and everyone had their fill, plus the Vienna bread and coffee, to boot.

I have so many fond memories. I'm just so very proud to have been secretary to so many fine and respectable men that shipped thru our Chicago hiring hall. So very many of them are still sailing, while others have retired or passed away. But they were all good to me and I hope to remain their friend and keep in touch with them and their families, some of whom I met personally. I'll sincerely miss seeing them.

To everyone, I hate good byes, so it's "so-long" for now. Stay healthy and smooth sailing always.

Respectfully yours,
Gerry Borozan
Chicago, Ill.

Condolences For Lost Dolphin Crew

I was very sorry to hear about the **SS Golden Dolphin** and the loss of the nine men involved as mentioned in the Log last month. Bosun Norman Beavers who died on the **Dolphin** sailed with me on several occasions and I found him to be a good shipmate and Bosun as did all those who have sailed with him. Several of the crew on the vessel I am on have also sailed with him or one of the other crew and send their condolences to their families.

I have requested the Catholic Chaplain to offer a memorial Mass here on Diego Garcia in their memory.

Very truly yours
William F. Haney
Master-M.V. Rover

LETTERS

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Very truly yours
William F. Haney
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SOS, SOS, SOS—Save Our Shipyards

EVERY year it gets harder to find a "Made in America" label as industry after industry crumbles against cut-rate foreign competition. The hit list is a long one: steel; shoes; automobiles; electronics. And ships.

The Reagan Administration's long-awaited initial maritime policy is a death certificate for the U.S. shipbuilding industry. Not only does it allow American ship operators to build and repair their vessels abroad, the Administration's maritime policy includes build-foreign incentives for U.S. ship operators.

As announced by Transportation Secretary Drew Lewis, the President's new national maritime policy supports "an extension of temporary authority...for subsidized U.S.-flag ship operators to construct or acquire vessels overseas and still receive...operating-differential subsidies."

Another element of the seven-point program would "relieve all U.S.-flag ships of the current 50 percent... duty on repairs performed abroad. This would provide flexibility to ship operators in making such repairs and eliminate the need to subsidize such repairs."

Federal subsidies have bolstered both U.S. shipyards and ship operators since 1936 for one absolutely crucial reason: to fulfill the Congressional mandate for a U.S. merchant fleet capable of serving the nation in peacetime and during war. Without an adequate shipbuilding capability, though, maintenance of an adequate merchant marine is impossible.

If proof is needed the Administration doesn't have to look too far to find it: the recent British effort in the Falkland Islands depended heavily for success on the support of the British merchant marine. And the availability of a private merchant fleet ready for military reassignment halfway around the world depends directly on a home-based shipbuilding industry which can produce, repair and maintain those ships. It is difficult to understand the logic of a President who issues a strong call for a U.S. shipbuilding industry in January, 1981 and less than two years later, introduces a program which will wipe out that industry. "It is essential," said newly-inaugurated President Reagan "that sufficient naval and commercial shipbuilding be undertaken to maintain the irreplaceable shipbuilding mobilization base."

"Without this nucleus of trained workers and established production facilities," Reagan said, "we can never hope to meet any future challenge in our security."

It is also difficult to follow the logic of an Administration that has requested the largest peacetime military budget in U.S. history on one hand while it dismantles a key military support industry on the other.

Finally, it is impossible to understand how an Administration faced with the highest national unemployment rate

since the Depression can pursue a policy which will throw tens of thousands of Americans out of work.

Privately-owned U.S. shipyards employ close to 170,000 workers today. Nearly 30 percent are of minority groups whose unemployment rates are double or triple the national average. Thousands of shipyard workers went through special training programs to learn skills as shipfitters, pipefitters and welders; skills which will be useless if the shipbuilding industry folds.

Further, shipbuilding requires a whole network of supply industries. For every shipyard job eliminated, at least two jobs in related support industries are eliminated too.

Rather than adding to an already catastrophic unemployment rate by closing down an industry which plays a critical national security role, it would make more sense to restore ship construction subsidies and Title XI construction loan and mortgage insurance to enable U.S. shipyards to stay afloat. If the Administration developed a policy guaranteeing cargoes for U.S.-built ships, those ships will get built.

But that's not how this Administration does things. A year ago Edwin Hood, Shipbuilding Council of America president pointed out "the government was purchasing foreign-



LOG

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Frank EVERS

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